

## Fauquier and Alexandria Turnpike - Chronology of Events

- 1724 Sixth Lord Fairfax conveys to John and Charles Carter the Broad Run Tract containing 12,285 acres. [Northern Neck Land Grants, Book A (1722-1726), Page 70]
- 1731 Prince William County created by an Act of the General Assembly. Taken from western ends of Stafford and King George counties. Incorporated all of what is now Arlington, Fairfax, Fauquier and Loudoun counties.
- 1759 Fauquier County formed from Prince William County on May 1.
- 1771 Carter heirs deed to William Taliaffero 1,250 acres of the Broad Run tract. [Prince William County Deed Book ?::??]
- 1774 William Taliaffero sells the 1,250 acre Broad Run tract to Samuel Love. Parcel included mill and mill dam. [Prince William County Deed Book ?::??]
- 1775 Samuel Love petitions Fauquier County to make public a private road connecting with Old Carolina Road. “The petition of Samuel Love humbly sheweth that our petitioner is in possession of a publick water grist mill on Broad Run – that 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 and ...have consequently used the said road on their publick and private occasions – your petitioner therefore humbly prays that your worships will order the said road to be opened and made publick – and sufficiently cleared for wagons to pass to the said mill – and your petitioner shall ever pray.” [Road and Bridges File No. 1775-003 Fauquier County Courthouse, Warrenton]
- 1779 Report of commissioners (February 1779) appointed to examine Samuel Love road. “Road to be opened from the Carolina Road to the County Line near the water mill belonging to Samuel Love and do report that a private road leading from the Carolina Road through the present enclosed plantations of Mr.’s Warren and Nash to the Mountain Road has been kept open and much used by the inhabitants of the neighborhood on their public and private business, and since our first knowledge of the place which is with some of us upwards of thirty years. Sundries of the inhabitants have used the said road to the above said mill for a number of years past. That there is not public or clear way now open to the said mill from that quarter without going near or quite three miles about. 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.” [Road and Bridges File No. 1775-003 Fauquier County Courthouse, Warrenton]

“Love’s Road – A report of a road being returned by Samuel Love ordered the same be opened agreeable thereto and that the said Love be overseer of the said roads and open and keep the same in repair with his own hands under the direction of Solomon Jones and William Herndon or either of them. The said hands working on the said roads are exempted from working on any other roads during the time they may work on the aforesaid roads.” [PWCOB 1779, p36]

“The persons appointed to view a way for a road from Benjamin Robinson’s new road to Love’s Mill returned their report in these words, to wit: “In obedience to an order of court, we the subscribers have viewed the way from Mr. Benjamin Robinson’s new road to Mr. Samuel Love’s Mill, beginning at the said new road, thence about 130 yards to a corner of Mr. Parnach George, thence with the lines of Mr. George, Mr. Taylor and George Dodson to Mr. Samuel Love’s Mill, being sworn and directed. Given under our hands this 22<sup>nd</sup> day of November 1779. ...And it is ordered that the road be established agreeable to said report, that Augustin Love be appointed surveyor thereof and that he with the tithables belonging to the said Samuel Love, do clear and keep the same in repair according to law.” [FC Minute Book, November 22, 1779]

- 1795 Virginia General Assembly charters the Fairfax and Loudoun Turnpike Road Company. Road was to link Alexandria with Loudoun County. Very little constructed. Reorganized in 1802 as the *Little River Turnpike Company*.
- 1796 John Love purchases 22 acres, 1 rod, 28 poles from George Gray Tyler, part of a large tract on east side of Broad Run that Tyler had purchased from John Campbell. This purchase would come to form the portion of Buckland east of Broad Run. (PWCDB: 229-231. December 26, 1796).
- 1797 Citizens petition the Virginia General Assembly (December 7, 1797) that “a law may be enacted for the purpose of establishing 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.” “Few inland situations will be found better. ...the ground is high and dry, the situation healthy and agreeable. ....within town ...are two excellent springs of water. ...many quarries of red and white free stone. ...already built upwards of 20 good houses which are occupied by tradesmen and merchants. Considerable manufactories of grain have been erected. ...the necessary steps are now taking for that purpose (opening roads). ...Buckland lies convenient to one of the best gaps in the lower ridge of mountains, 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. 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.” Petition recommended Buckland “as a proper

place for establishing a town and possessing singular advantages over any other situation within a considerable distance.” 48-lot town grid, now lost, accompanies petition. [General Assembly Legislative Petitions, 12.7.1797. Accession #36121. Microfilm 164, Box 210, Folder 52, Library of Virginia]

- 1798 Act of the General Assembly (January 15, 1798) - Establishment of Buckland. 48-lot town plan established by Love overlaid on existing roads and buildings. “That the lots and streets, as the same are already laid off by John Love, on his land lying on both sides of Broad Run, and near to the mill of said John Love, in the County of Prince William, shall be established a town by the name of Buckland.”

“Trustees of the Town of Buckland hereby give notice that on Saturday the 7<sup>th</sup> 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.” [*Alexandria Times*, 6.1.1798, p1]

Original road through Buckland crossed Broad Run via a ford at or near the Buckland Mill. By ca. 1798 a wooden bridge adjacent to and down river from ford is also *implied*. Wooden bridge and road crossing Broad Run occupied lots 28, 29, 38 and 39.

- 1801 Road Orders – Surveyors, Districts/Roads, and Tytheables: “James Sparks, **From the Red House to Buckland**, George Tyler, the town of Buckland those on John Love’s lands, Andrew Lyons, John Barns, Robert Lee, Thomas Coliace and Thomas Russell.” “Carr Bailey, **Fauquier County line to the intersection of the road from Red House to Buckland**, James Cammel, William Leach, Aaron Cayton, Widow Herndon, Craven Horton, Widow Horton, William Suttle, James Green, David Blackwell, Samuel Barber, Bertrand Ewell, Widow Lewis and C. Baily.” [PWCCOB 1:377, September 8, 1801]

- 1802 Act of the General Assembly (January 28, 1802) charters the *Little River Turnpike Company*. By 1811 completed a 20-foot wide road extending westward from Alexandria approximately 34 miles to the ford of the Little River. Tolls collected from 1812 onwards. “Shall make the said road thirty feet in width, with a sufficient ditch on each side, twenty feet of which road shall be well covered with gravel or stone in such places as shall require it, so as to render the passing of wagons thereon as easy and convenient as possible, and they ...shall forever hereafter keep the same in good and perfect order and repair, the whole extent of the said road.”

- 1804 Prince William County Court orders (October 1, 1804). Two new bridges to be built; one over Cedar Run, and one over Broad Run. “Upon a question whether the orders of Court made for building bridges over Cedar Run and Broad Run be rescinded and the money heretofore levied for the purpose of building them be appropriated to other purposes it was determined by the Court that the orders should not be rescinded and that the money should not be diverted from that

purpose. And it is further ordered that the commissioners appointed at last August Court be continued and that they or any three of them do proceed to make a contract or contracts for building two bridges of wood, with a sufficient stone abutments, one over Cedar Run and the other over Broad Run at such places as they may think proper and make report of their proceedings to the Court.” [Prince William County Order Book 1:22, Prince William County Courthouse, Manassas].

- 1805 Prince William County Court orders (October 8, 1805) Two new bridges to be built (as above). “Colonel James Ewell, one of the commissioners for letting the building of bridges over Cedar Run and Broad Run having this day informed the Court there is no probability of making an agreement for building the bridge last mentioned in any short time. And the Court being unwilling under the distress occasioned by a failure in crops the present year to add thereto by a levy for payment of the debts due by the County, it is ordered that out of the money in his hands for building the bridges the collector of the County Levy (laid on the 7<sup>th</sup> day of October 1801) pay to the several creditors the amount of their respective claims amounting in the whole to \$598.36 to be replaced at the laying of the County levy next after the Bridge over Broad Run shall be contracted for.” [Prince William County Order Book 1:264, Prince William County Courthouse, Manassas].

Jesse Ewell cited as contractor who built bridge??? NEED CITATION

- 1806 The United States Congress authorizes the construction of what would become the **National Road** (Cumberland Road), a highway linking Cumberland, Maryland with Wheeling on the Ohio River. Majority of road is constructed between 1811 and 1818. “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.” [Searight, *The Old Pike*, 1894:26]
- 1807 Petition presented to the Virginia General Assembly for “a company [to] be incorporated to pave a road leading from Fauquier court-house by the Buckland Mills to Fairfax court-house, in the direction of Alexandria.” [*Alexandria Advertiser*, 10.12.1807, p3]

“To the Honourable Legislature of Virginia – Your petitioners inhabitants of the uppermost part of Prince William and Fauquier counties, and the country west and north above the Bull Run and Blue Ridge Mountains, 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 in

our country where the soil is of a loamy nature and the whole produce can only be conveyed to market by means of wagon carriages and being convinced by our own short experience added to information derived from sources to be relied on, of the efficacy and utility of paved roads for the easy carriage of produce to market; beg leave to pray your honorable body to pass a law whereby a company of persons possessed of funds may be incorporated into a body with powers in a measure similar to those of the Little River Turnpike Company to enable them to pave a road contemplated as most proper to commence at Fauquier Court House, thence making the Buckland Mills a point as laid down in a map of survey by the surveyor of Prince William County, thence the most direct and practicable route to an Island ford of Cub Run laid down in said survey thence the most direct and practicable route to Fairfax Court House in the Little River Turnpike Road leading to Alexandria. Entertaining an expectation that the Legislature of Virginia will invariably encourage publick improvement and publick interest whenever it can be obtained through individual enterprise, we trust that that enterprise will not be suffered to lye dormant through a want of proper excitement and encouragement. We therefore entertain a hope that this our petition will be granted and your petitioners will ever pray. [Legislative Petitions, December 15, 1807, Reel 51, Box 72, Folder 78. Library of Virginia, Richmond, Virginia]

- 1808 Act of the General Assembly (January 27, 1808), incorporating a company to establish a turnpike from the Little River Turnpike Road to Fauquier Courthouse, **“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. ...Shall make the said road, in every part thereof, fifty feet wide at least, twenty feet of which shall be well covered with gravel or stone wherever the same may be necessary, and on each side of the part so covered with stone or gravel, they shall clear out and keep in repair, a summer road fifteen feet wide, for the use of horses and foot travelers at all times of the year. 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 thereon erected by the company, to collect the tolls herein after mentioned.** And thereafter no wagon or other carriage shall travel on the said summer roads, between the last day of October and the first day of May in any ear, nor at any time of the year when the gravel [soil???] shall be rendered soft by rain. ...That if at any time after the said company shall be invested with the right to receive tolls upon the said road, or any part thereof, the same shall be found out of repair in any part thereof, upon which such right to receive tolls shall exist, ...if they shall find the same to be out of repair, they shall give their report in writing to the keeper of the nearest toll gate, and thereupon the right to receive tolls at such gate, shall cease until the part so out of repair, shall be put in good repair.” [Acts of the General Assembly, January 17, 1808:29-35.]
- 1810 Act of the General Assembly (January 2, 1810) providing additional time to owners of Lots in certain towns ...to improve the same. “The further time of

seven years ...is hereby allowed the owners of lots in the town of ...and Buckland in the county of Prince William, to build on and improve the same.”

- 1812 Agreement between George Britton and Directors of Fauquier and Alexandria Turnpike Company (December 30, 1812) to construct a ten mile section of turnpike. “Contracting you making the whole of the road yet to be made, on reasonable terms and conditions. ...The said Britton agrees to open and make at least 10 miles of the Fauquier & Alexandria 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. **The said road to be opened and cleared 50 feet wide by taking up the trees and grubbs by the roots in the middle of which road a way is to be made in the following manner to wit: 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.**” Every quarter mile to be inspected and approved by P&D of F&AT; 10 miles to be completed within 5 years (1813-1817); \$6,000 per mile. Note: Britton is resident of Buckland and first president? of F&ATCo.? [BPW, No. 252 F&A Tpke Co., Library of Virginia].

“Love vs. Charles (Guardian) – Petition for a road. The jury of inquest to assess the damages that would be done to the lands belonging to the orphans of Edward Carter in the establishment of a road through said land on the motion of John Love, having returned said inquest and assessed the damage to the amount of \$141. The court therefore do refuse to establish the road through the lands of the orphans of said Edward Carter. But it appearing to the Court that all parties interested in that part of said road leading from Buckland to the Greenwich road leading to Dumfries assent to its establishment, the court doth order and direct that said part of the road be established.” [PWCOB November 5, 1812, p24]

- 1813 Credit to Henson Goram on September 15, 1813: ‘By work on bridge – 5L, 5S, 9D,’ and ‘By work on bridge – 2L, 3S, 6D.’ Also, Debit to Adam Mitchell on August 9, 1814: ‘To 2 hands work on bridge – 3L.’ [George Britton Account Book, 1813 – 1818, p20-21, 32-33. Virginia Historical Society, Richmond, Virginia]

President and Directors of Fauquier and Alexandria Turnpike Company suit against Green & c. – “Notice proved plaintiff affidavit filed and defendants being solemnly called and failing to appear, judged and granted ...them according to forthcoming bond with .. &c” [PWCOB, August 2, 1813, p126]

John Love asks James Madison to purchase shares of Fauquier and Alexandria Turnpike Company. **“A company which has been incorporated by an act of the Virginia assembly are now engaged in making a road from a point in the Little River Turnpike Road towards Thornton’s Gap, passing near Fauquier Court House and affording the most direct route from Washington to the Kanawha country, a few miles in the commencement of the road are finished and as many more contracted to be made** as will afford a passage across the marshy country, well recollected I am sure by You called the blackjack. 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.** The amount of each share as fixed by the law is \$100 – payable at such times as the President and Directors may require. 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. I am sir with very great regard and the highest respect your most obedient servant.” [John Love to James Madison, February 6, 1813. The Papers of James Monroe, Digital Edition, J. C. A. Stagg, ed. Charlottesville: University of Virginia Press, Rotunda, 2010]

- 1814 General Assembly’s Committee on Roads and Internal Navigation studies need for transportation improvements in Commonwealth of Virginia. Issues report reviewing needs in 1815. [Pawlett, *Brief History of Roads in Virginia, 1607-1840*, 1977:21]

Fauquier and Alexandria Turnpike Company against James Purcell [PWCOB March 10, 1814, p210]

- 1815 Fauquier and Alexandria Turnpike Road collect tolls on Gate No. 1 for entire calendar year and into subsequent years. [George Britton Account Book, 1813 – 1818, p133-134. Virginia Historical Society, Richmond, Virginia]
- 1816 **Fund for Internal Improvements and Board of Public Works is established on February 5.** Concept of using revenue from existing transportation facilities (e.g. Little River Turnpike, Dismal Swamp, Appomattox, Potomac, and James River Canal companies) to financially support subsequent facilities. Laommi Baldwin is first Principal Engineer for Commonwealth from 1816 – 1818.

Thomas Moore succeeds Baldwin in 1818 and serves until his death in 1822. [Newlon and Pawlett, eds., *Two Periods of Virginia Transportation History*, 2002:11-12; Pawlett, *Brief History of Roads in Virginia, 1607-1840*, 1977:21]

John Loudoun McAdam publishes his treatise *Remarks on the Present System of Road Making* (1816). It is published in nine editions through 1826.

- 1817 Act of the General Assembly (February 7, 1817) **General Regulations for the Incorporation of Turnpike Companies** – “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 31<sup>st</sup> 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.” “...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.” Begin said work in two years, complete within ten years. [Acts of the General Assembly, February 7, 1817; Pawlett, *Brief History of Roads in Virginia, 1607-1840*, 1977:22-23]**

“...To show the manner of construction and expense of a road, on the most improved modern plan. In France and England, great attention has been bestowed upon this subject within a few years. ...**There seem to be three principal forms in use in Europe.** Others, or modifications of these, are occasionally adopted. The first, is a convex road, 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.** The second, is that in which the road is concave, instead of convex; that is, a cross section of the road, gives a curve line of large radius drawn from a centre above the road, for the surface. In this form the water is drained off along the middle to side drains or over falls at convenient distances, and is preferable to that made convex, where there are small declivities and little water to collect on the road. This form is sometimes used in paving streets in towns. This is the form of the pavements in Paris; and some roads in France constructed in this way have been found very good – but I believe it has never been in use here. The third kind presents a straight line from one side to the other, in a transverse section, having a small slope to lead off the water to one side only. This is seldom adopted in level countries; but where the road lies along the side of hills or mountains, it is the best form that can be applied. ...To avoid the inconvenience which the water produces, a concave, convex, or sloping form has been adopted, by which the water may be drained off. ...This convexity has been various; in general it is from 12 to 21 inches – that is, where the road is 30 feet wide, it is 12 or 21 inches higher in the middle than at the sides. For a road of that width, 12 inches is enough; and where it is to be made of hard and porous materials, even less would do. It is often observed, that notwithstanding the curvature in the surface of a new road, the carriage wheels soon wear out deep ruts, into which all the water collects; and, instead of discharging itself to the sides, it runs along the ruts with increasing violence, and forms dangerous ravines before it can escape by side drains. This evil can be prevented in a great measure, by forming paved drains across the road, at 80 or 100 yards from each other, in ascending hills. ...**The most durable and easy road for heavy traffic over an argillaceous or loamy soil, whatever the breadth and form may be, is made of stone and gravel. The natural earth is raised above the surface of the adjoining land a few feet wider than the part to be travelled over. A channel is left, or formed in the middle 30 feet wide, if that is the intended width, in which are placed with care, large stones well beaten close to each other over the whole width. Upon this is another bed of stones, broken to the size of about 4 inches, well hammered and rammed in, so as to fill all the cavities between the under stratum of large stones. The third and last layer should be coarse gravel or stones broken to the size of hickory nuts, thrown on evenly, and well rammed or rolled with a heavy iron roller. The first bed should be from a foot to eighteen inches thick, the second 12 inches, and the last about 10 inches in the middle and 8 at the sides.** ...Wherever there is a long ascent or descent, there should be level places formed at intervals where cattle may occasionally stop and rest, in going past, so as not to remain in draught, and the carriage stand on a plane surface. ...These resting places give encouragement to the team, and they move off for a few yards on a level, and ascend the next angle with readiness and refreshed strength. Such places should be a few yards long, and from 80 to 150 yards from each other where the ascent is steep.” [Annual Report to the Board of Public Works. Laommi Baldwin, 1817: 69-73].

“These specifications [Laommi Baldwin’s] never became law, and it is extremely unlikely that any of the turnpike companies would or could have complied with

them. Most companies had great difficulty meeting even the requirements of the turnpike act, and had to be granted exceptions in the charter or else in a subsequent act amending the charter.” [Pawlett, *Brief History of Roads in Virginia, 1607-1840*, 1977:24]

- 1819 Meeting of the President and Directors of the Fauquier and Alexandria Turnpike Company, October 1, 1819. – Inspectors assigned 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.” [BPW, No. 252 F&A Tpke Co., Library of Virginia]

Report of Examiners, December 8, 1819 – **“That we find 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.”** Examiners declined to estimate deductions from contract. [BPW, No. 252 F&A Tpke Co., Library of Virginia]

John Loudoun McAdam publishes *A Practical Essay on the Scientific Repair and Preservation of Public Roads* (1819).

- 1820 John Wood map of Prince William County showing Buckland Mills, ‘turnpike road,’ and ‘Rogue’s road’ alias Carolina Road running between Haymarket and Greenwich.

George Love map (August 3, 1820) of northern Virginia annexed to petitions to form a new county. Shows Buckland, Broad Run and surrounding roads. [General Assembly Legislative Petitions, **Box 73, Folder 8**, Library of Virginia]

“The extent of the road already made and in use is 20 miles extending from its intersection with the Little River road to Buckland. That which is yet to make is from Buckland to Warrenton, a distance of about 8 miles, and to effect which aid is asked.” [BPW, No. 252 Fauquier and Alexandria Turnpike. Return of the State of the Fauquier and Alexandria Turnpike Company to the 31<sup>st</sup> October 1820, J. Morgan, Treasurer, Fauquier and Alexandria Turnpike Company]

- 1821 “Complaint being made to me one of the Commonwealth Justices for the said county by **William Cundiff that a certain parte of the Turnpike road known by the name of Fauquier and Alexandria Turnpike road is out of repair and unfit for travelers according to law from Christopher Tricky on the said road and Bull Run all in the County of Prince William.** [Summon 3 persons to view road]. ...I Charles Ewell a Justice of the peace for said County having **received**

**information from William Cundiff that a part of the Turnpike Road belonging to the Company called and styled the Fauquier and Alexandria Turnpike Company was out of repair. Viz. that part of the said road which was between Christopher Tricky's blacksmith shop on said road to Bull Run it being required by the said William Cundiff to enforce a warrant summoning three freeholders to view the same and decide thereupon , according to law and it appearing to my satisfaction that reasonable notice of the said application has been given by the said Cundiff to Robert Hamilton one of the Board of Directors of said road Company, I have therefore issued my warrant summoning three discrete and disinterested freeholders ...to meet at William Saffers on the said road on the 13 day of March 1821 ...to say according to the best of their judgment whether the said road in the part so complained of was or was not in good repair according to the true intent and meaning of the Act of the General Assembly ...did in my presence proceed to examine the part of the road so as aforesaid complained of and did pronounce that in their judgment the same was in repair for travelling except one place in Wirts/Wests lane 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 road from Dogins 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.” [PWDB 8:19, March 13, 1821]**

1823 **Claudius Crozet** is appointed Principal Engineer for the Board of Public Works. He serves between 1823 – 1831, and then again in 1838-1843.

Act of the General Assembly (January 13, 1823) **authorizing the Board of Public Works to subscribe for 300 shares of the stock of the Fauquier and Alexandria Turnpike Company.** Stockholders authorized to increase capital stock of company by \$30,000.00, and subscribe on behalf of Commonwealth of Virginia. To be paid to company in quarterly installments between 1824 and 1827. “...**Provided the sum so subscribed shall be exclusively applied to the making and paving of that part of the road not already paved ...and that 20 miles of road already paved is in good order and finished accordingly to the provisions of the Act incorporating said Company.**”

To James Pleasants, Governor, from J. C. Hooe, President, F&AT – July 5, 1823 “...on the 9<sup>th</sup> day of April following, the **Board of Public Works passed another order directing the Engineer to examine and recommend the route for the said road from Buckland to Warrenton. ...the road very soon be in a state to undergo the Engineer's examination.**” [BPW, No. 252 F&A Tpke Co., Library of Virginia]

The **Boonsborough Turnpike**, an approximately 10-mile section of the National Road linking Hagerstown and Boonsborough Maryland, is completed using road construction and surfacing following McAdam's plan.

1824 To James Brown, Jr. BPW, from Jacob Morgan, President, F&AT – June 16, 1824 – “**The Principal Engineer of the Board of Public Works has just finished the examination and survey of the Fauquier and Alexandria Turnpike road** from the intersection of the Little River Turnpike to Buckland, and from there to this place [Fauquier Court House – Warrenton]. 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. ...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.” [BPW, No. 252 F&A Tpke Co., Library of Virginia]

*Claudius Crozet Report of Examination of Fauquier and Alexandria Turnpike Road.* “The road is completed as far as Buckland, and although the act of incorporation did not require its being paved every where, the company has judiciously carried the paving over the whole length of it. **I remarked in those places where the road was repairing, that much smaller stones than heretofore were spread upon it. In thus gradually correcting a defect observable in almost every turnpike, the company shew that they understand their true interest, and are disposed to profit by their own experience in the farther prosecution of their undertaking. That in order to make a firm and smooth road, the stones should not be bigger than about the size of a hen’s egg, is a fact which the company seem to be aware of; and there is reason to expect, that they will make the new section of the road [Buckland to Fauquier Court House] more smooth than the part already completed [Buckland to Fairfax Court House], and gradually improve this latter, as they have begun to do this spring.** Such a plan will certainly prove cheaper in the end, and secure a considerable increase of tolls. ...I would recommend to correct gradually this defect [road bed high in middle], by filling the summer roads from ditches made outside of them. This will soon be found to be an economical expense; and as the company have avoided this defect after the first 5 or 6 miles, they will probably be convinced of the advantage of rectifying it where it exists. ...**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.**” [Annual Report of the Board of Public Works, 1824. Report of the Principal Engineer, Fauquier and Alexandria Turnpike, p21-22].

**“It is contemplated that the whole route of the Fauquier and Alexandria turnpike road will be completed by the 1<sup>st</sup> day of January 1827; contracts having been made to finish the balance of it by that time, which will then embrace a distance of upwards of twenty-eight miles, from Fauquier Courthouse to Buckland, and the Little River Turnpike Road in Fairfax County. ...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.**" Tolls collected only from 1819 onwards. [Annual Report of the Board of Public Works, 1824. Return of the State of the Fauquier and Alexandria Turnpike Company to the 31<sup>st</sup> October 1824, J. Morgan, Treasurer, Fauquier and Alexandria Turnpike Company, p43-45]

**"Your memorialists, citizens of the town of Warrenton and County of Fauquier** beg leave, respectfully to represent to your honorable body, ...we your memorialists to confidently state that **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.** 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 also represent that the road is to be made only 16.5 feet in width (or that it is contracted to be made) which we conceive is too narrow for wagons and carriages to pass each other, and will be unsafe (especially for the later) – And it is not to exceed an elevation of 4 degrees, which will be of small comparative benefit to the public unless that part already made is put in that state and conditions which the law requires, and the hills reduced to a proper elevation.** We your memorialists also represent that **George Britton dec'd made a considerable part of the road, and that his heirs have a claim against the company for thirty or forty thousand dollars, which they have frequently presented for settlement, and which was rejected on account of the road not being sufficiently well made, which is ample evidence of itself of the condition of the road, and the opinion of the Directors on that subject. We have understood that said Britton was to receive that part of the road, which he made in payment – In which case the control over the road would be taken out of the hands of the state and**

company. George Britton's heirs are poor, they are entitled to justice, and certainly if the Board of Public Works receive the road they ought to be paid. We therefore pray your honorable body that the law may be suspended with respect, to the residue of the road, 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; or that it may be suspended until there is further examination by the Board of Public Works into the facts herein recited. And grant us any other or further relief that you in your wisdom may desire. And your memorialists, as in duty bound will ever pray, &c. &c." [Memorial to the Speaker and House of Delegates, nd. (1824). No 252 Fauquier and Alexandria Turnpike Company, Board of Public Works. Library of Virginia, Richmond, Virginia]

"...The said company entered into a written covenant with my late husband to turnpike a part of that road as the contract will show by referring to it, now in your possession, ...he in conformity with that contract, **undertook and did finish and complete ten miles of said road, lacking a few poles, thereof,** as the sundry orders will show, in their book of order. The **Company agreeing to furnish him with certain funds for this purpose, which the contract shews by reference thereto, of good solvent stock to the amount of \$20,000, but, as the subscription stock fell short of their expectation, they could not furnish him scarcely one half of that sum, and many of them proved insolvent and were entirely lost to him,** and the Company, on that account, and his anxiety to complete the contract on his part, although the Company fell short of theirs, as above stated, to accomplish which, Mr. Britton was compelled to use all his pecuniary means to borrow from his friends – loaned sums of money of considerable amount, and extend his credit as far as could be carried, and finally, spent his estate thereon to complete the said road, under the just expectation of being paid according to the contract. That **in consequence of the failure on the part of the Company to place the necessary funds stipulated by them to do into his hands, which they never did, only in part, that he became bankrupted** thereby, which they exulting inform you of, in their expose that when the road was made by him, **the Company not being able to redeem their pledge, they 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 – after which a new direction took place, principally of members elected in or near Alexandria and Mr. Britton then dead, his representatives were then deprived of the benefit of said tolls,** although the compensation was small and inadequate to what they were justly entitled to receive from the Company for the large sums which Mr. Britton had expended in making the road, and was entitled to receive from them, and ever since have refused me ...one cent, except fifty dollars, and left now to slave or fall on the parish, although the Company stands largely indebted to his estate according to their own statement, if they had given the account rendered by them, the necessary credit for that part of the road made by him, as above mentioned, **at**

**\$6,000 per mile according to the contract aforesaid. I have been advised by my friends to institute a suit against the Company to force them to render me and my helpless children justice, but the want of pecuniary means to carry on a suit, while they detain from me my rights, I am therefore prevented.**

With respect to their account rendered you, against Mr. Britton, I beg leave to submit a few observations thereon – the item in their account for **stock transferred to Mr. Britton for \$13,680 much of which, were never collected on account of sundry insolvencies, and stock holders, removing to the western countries and were finally lost to the Company, and Mr. Britton, he being only accountable for such stock, as could be collected, agreeably to the said contract as above mentioned and referred to – the amount therefore, collected, fell far short of the \$13,680.** Secondly the item, **for 250 shares of stock, said to have been sold by John Love, were disposed of, for \$50 per share, the Company agreeing to bear the loss, according to an order passed by a Board at the time of passing a law for the sale thereof, which they the present Board, well knew, at the time they made out and rendered the amount to you,** as that order, is in their possession. – This then will reduce that item to one half (say \$12,500) instead of \$25,000 charged against Mr. Britton's estate, on their account. Mr. Britton's claim against them is first for paving the road of 10 miles (nearly) at \$6,000 per mile, and secondly, **for sundry repairs done by him to the road after it was delivered and received by them,** which the orders will shew to what amount, and thirdly, **for dirting the road which they agreed to pay for and passed sundry orders to that effect** which they also have in their possession, etc., etc. Now do they say one word about them in the amount rendered, which goes clearly to prove, that they mean to, and set out with, attempting to practice deception on your honourable Board of Public Works for the sinister motive of obtaining a loan from you. **They attempt to obviate those charges on the plea, that this road was not made a sufficient one, and not according to contract by Mr. Britton (as if they had first complied with their part of the contract) but, strange to tell (if it was not a sufficient one), how they could receive tolls on it, if it was not a road, (as they are now and always have been) then it follows as a consequence it was a road to justify receiving tolls – if the road is not in a sufficient state to justify tolls, their gates can be opened by law, on an application to court, this then was never done consequently, it goes to prove clearly it was sufficient notwithstanding the report of the viewers, which say have been referred to . Then if it was a lawful road it necessarily follows Mr. B ought to have been paid according to contract.** This I state to you, Gentlemen, to show they set out to avail themselves of defrauding a poor helpless widow and her distressed orphan children, because, he is now dead, and cannot defend their just right, and to practice their deception on you. For admitting he did not finish the road as contemplated by the contract, they had no just cause to complain in as much, as they did not first comply with their part of the contract, in furnishing the necessary funds for making the road. They also state, the claim of Mr. Britton, was not demanded of them, this statement is erroneous, because Mr. B did in his life time press his claim on the different Boards, and attend them regularly, for that purpose – and since his death

on behalf of myself and children, I hav pressed the claim, personally, and by my friends, but to no effect, until I found it to be useless and a waste of time.” [Kezzia Britton, widow of George Britton to the Board of Public Works, September 29, 1824, No 252 Fauquier and Alexandria Turnpike Company, Board of Public Works. Library of Virginia, Richmond, Virginia]

“And examined the Alexandria and Fauquier Turnpike, together with the two routes proposed for the unfinished part of this road, between Buckland and Warrenton.” [Claudius Crozet to ?, December 17, 1824. Library of Virginia, Richmond, Virginia. See Reference in William Couper book on Crozet]

Portions of approximately six lots (5-6, 14-15 and 23-24) were taken (condemned?) to create the ‘new’ portion (Buckland to Warrenton) of the Fauquier and Alexandria Turnpike Road.

- 1825 **“During the last year, there have been taken up of the old road between Fairfax and Buckland, a considerable distance, which was re-laid upon McAdam’s plan. There has also been a new and substantial stone bridge erected over an important water course, in the place of an old wooden one taken down. ...Of the new road now making upon McAdam’s plan, from Buckland to Warrenton, and to which the funds subscribed by the Board of Public Works are exclusively applied, there have been completed during the year, about four miles, and it is expected that the whole work will be accomplished within the time specified in the contracts. ...This experiment of a road made upon a plan entirely new in the State, and now for the first time introduced, has been fairly tested; and has been found fully to answer the expectations of the most sanguine, and will justify the belief that its general adoption would produce immense advantages to the Fund for Internal Improvement, as well as the country generally. It has become the admiration of the neighborhood, and is well worthy the attention of all friends to the internal improvement.** [Annual Report of the Board of Public Works, 1825. Return of the State of the Fauquier and Alexandria Turnpike Company to 1<sup>st</sup> November 1824, to 31<sup>st</sup> October 1825, J. Morgan, Treasurer, Fauquier and Alexandria Turnpike Company, p201]

Article on questions regarding new road on McAdam’s plan in Washington County, Maryland. “...Replies to questions by Mr. John Davis, dated 27<sup>th</sup> Nov. 1822, from Hagerstown.” See Photocopy. [‘Road-Making,’ *Richmond Enquirer*, May 6, 1825.]

- 1826 Memorial to the President and Members of the Board of Public Works of Virginia, January 28, 1826. “The memorial of the President and Directors and stockholders of the Fauquier and Alexandria Turnpike Company respectfully represent ...**that the extent of road made is a fraction less than 29 miles; that part of this road having been originally badly constructed with large stones, and the hills left at an angle much beyond the public convenience, that the**



**Company conceives it their duty to cut down those 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.**" Need to increase capital stock of company. Request authorization for increase of stock. [BPW, No. 252 F&A Tpke Co., Library of Virginia]

"During the last year, there have been made and completed, **about four miles of the new road from Buckland to Warrenton, and the whole of that route will be finished, according to contract, by the close of the year, all done upon M'Adams' plan, in the best manner. Of the old road, 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, consequently, but little tolls could have been collected; in addition to which, the country roads in the neighborhood having been good during the season, much of the travel has been upon the; the roughness, too, of that part of our old road not yet repaired, has tended to throw off the travel. After the close of the present year, however, toll-gates will be erected along the whole line of the road, which will necessarily increase the receipts of tolls, but it cannot be expected that it will become profitable until the whole of the old road is made more easy for carriages. Some difficulties of importance present themselves in the accomplishment of this desirable object, but no means will be left untried which will enable the directors to accomplish it." [Annual Report of the Board of Public Works, 1826. Return of the State of the Fauquier and Alexandria Turnpike Company to 1<sup>st</sup> November 1825, to 1<sup>st</sup> November 1826, J. Morgan, Treasurer, Fauquier and Alexandria Turnpike Company, p26-27]

*Claudius Crozet Report of Examination of the Fauquier and Alexandria Turnpike* – "This turnpike may be with propriety divide into two distinct sections: the old and the new road. **The old road extends from Fairfax court-house to Buckland, a distance of about twenty miles. 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. A new stone bridge has been built on Bull Run, 5 miles beyond Centreville, at the third toll gate. The wooden bridge two miles from Centreville, has been injured, and will be repaired. **The new section of the turnpike lies between Buckland and Warrenton: it is about 8 ½ miles in length, and was making upon the plan commonly designated as M'Adam's: it is generally well shaped: but the paths next to the stone bed are rather too narrow, it would have been better, I think, to have thrown them both into one, on the same side of the road. 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. **The bridge at Buckland has been carried away by a freshet: it will shortly be re-built.** I was informed by the President of the Company, that this section has been contracted for at \$28,000; in consideration whereof, **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.** As to the other particulars of the formation of this road, the law expresses itself thus: **'That the President and Directors of the said Company, shall be, and they are hereby authorized to construct the road from Buckland to Fauquier court-house, of the width of sixteen and a half feet to be paved and completed upon said M'Adams' plan, with a path on each side thereof, five feet in width, and a summer road on each side of the said path, of eleven feet in width, with a ditch between the same 3 feet in width.'** 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. Respecting the benefits that will accrue from this turnpike, I apprehend that they will necessarily be limited until it shall have been carried through Thornton's Gap, to intersect the road along the valley of the Shenandoah

at some suitable point. It will then save probably 40 miles in distance, and invite a great proportion of the trade and traveling from Staunton, Harrisonburg, and the adjoining counties. I should think that, in order to attain this end, it would be expedient to construct at once, over the whole distance, a well located, but common road, at as little an expense as possible; reserving to cap it with stones and otherwise improve it, as its advantages would develop themselves. The making of short and partial turnpikes, progressing by slow steps toward a distant object, can seldom be productive of any benefit; and I should, in general, be inclined to advocate the policy of opening at once, upon an economical plan, a whole line of communication, in order to bring the benefits expected from it immediately into action, leaving it to be perfected as circumstances might require and dictate. Roads can almost in every case, be made in this prudent and progressive manner, which is best calculated to secure immediate beneficial results with commensurate means.” [Annual Report of the Board of Public Works, 1826. Reports of the Principal Engineer, Fauquier and Alexandria Turnpike, p95-98]

“To the Hon. General Assembly of the Commonwealth of Virginia: The petition of the undersigned respectfully sheweth that the Company incorporated for the purpose of making the turnpike road from the Little River Turnpike Road by Buckland to Warrenton heretofore called Fauquier Court House, **have paved the road as far as Buckland, and having exhausted their funds, have in the opinion of your petitioners abandoned all expectation of completing it.** Your petitioners beg leave to represent that an extension of that road by Warrenton to Thornton’s Gap in the Blue Ridge would be a great public benefit. They therefore pray your honorable body to pass an act incorporating a company to effect that object. As the right to pave the road from Buckland to Warrenton is vested in the company already established and so much of the prayer of your petitioners as relates to that part of the contemplated road may be viewed as interfering with that right, your petitioners are content that the right of the contemplated company to pave that part of the road, shall depend on the consent of the company already established. [Legislative Petitions, December 11, 1826. Reel 51, Box 72, Folder 99. Library of Virginia, Richmond, Virginia]

- 1827 “**The operations of this road during the last year, have been principally confined by the President and Directors, to the taking up, re-laying and repairing, upon M’Adam’s plan, the old part of the road leading from Buckland to its intersection with the Little River Turnpike; the object being to make it correspond with, and equal to, the new road from Warrenton to Buckland, which is now entirely completed, and is acknowledged to be the best road in Virginia. 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. 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.” [Annual Report of the Board of Public Works, 1827. Return of the State of the Fauquier and Alexandria Turnpike Company to 1<sup>st</sup> November 1826, to 1<sup>st</sup> November 1827, J. Morgan, Treasurer, Fauquier and Alexandria Turnpike Company, p195-196]

“To the General Assembly of Virginia – Your petitioners citizens of the **County of Prince William** feeling a deep interest in the improvement of their state by good Turnpike roads beg leave respectfully to represent that they have for a long time laboured under considerable disadvantages for the want of a good road leading to their market town Alexandria. **That the Fauquier and Alexandria Turnpike road from near Buckland to its intersection with the Little River Turnpike is in very bad condition, so much so as to make it impossible for the present Company with their present funds, ever to make it a good road. They therefore pray your honorable body to pass a law authorizing \$30,000 to be raised by lottery, to be applied to that purpose. They believe that this is to be their only hope of getting a good road and which if granted will have the effect of making the stock of the state in said road profitable, and be of general good to the community and your petitioners ever will pray.** September 1827.” [Legislative Petitions, December 6, 1827. Reel 165, Box 211, Folder 36. Library of Virginia, Richmond, Virginia]

“To the General Assembly of Virginia – your petitioners citizens of the **County of Fauquier** beg leave to call your attention to a subject in which they feel much interest. They have been for a long time labored under a considerable disadvantage for the want of a good road leading to their market town Alexandria **that portion of the road from near Buckland to the intersection of the Little River Turnpike Road which has been made by the Fauquier and Alexandria turnpike Company is in very bad order and we understand that the funds of the Company are so much exhausted as to render it impossible to get a good road without further assistance. We therefore ask your honorable body to pass a law authorizing \$30,000 to be raised by lottery for that purpose. We look to this as our only hope for a good road and we believe that without such help the stock of the state in said Company will be worth nothing.** And as in duty bound we will ever pray it.” [Legislative Petitions, December 11, 1827. Reel 51, Box 73, Folder 50. Library of Virginia, Richmond, Virginia]

“To the General Assembly of Virginia – The undersigned your petitioners respectfully represent that according to a late law of the state authorizing the Board of Public Works to subscribe thirty thousand dollars to the Fauquier and Alexandria Turnpike Company in order to complete the road from the town of Buckland in Prince William County to Warrenton in Fauquier County which said sum has by the Directors of the said road, been applied as contemplated, **and in a few weeks, the road between those points will be finished on the McAdams plans. We further understand, as will be made known to your body that about two miles of the road, formerly made by the said company under its original charter, has been completed in the course of the last two years on the**

same plan, the money for which last named pavement we further understand was advanced by the stockholders of said Company in a spirit of liberality which does them great credit, as the said Company is said to be insolvent. In order then to make a complete road from Warrenton to the intersection of the Little River Turnpike Road we pray your honorable body to grant a lottery for twenty thousand dollars for that purpose, on such a plan and in such a manner as your wisdom may suggest. We ask it not only because the funds of the state will be advanced and a large and rich section of country benefitted by a good road to their market, but because the high spirited liberality of a Company should be rewarded and aided, as well as that facility afforded to the improvement of our state in its own constitutional way as best suits our best intent and soundest policy. And we will ever pray it.”

[Legislative Petitions, December 17, 1827. Reel 52, Box 73, Folder 53. Library of Virginia, Richmond, Virginia]

- 1828 To President and Directors, Board of Public Works, from Director of F&AT, January 1828 – “it is doubtless known to the Board that the road from Buckland to Warrenton which was subscribed for by the Board under a law of the Legislature has been completed and received by the Directors. And we think it promises far in progress of the time to realize the benefits anticipated from it.” [BPW, No. 252 F&A Tpke Co., Library of Virginia]

To Nathaniel Tyler, Esq., BPW, from Jacob Morgan, Treasurer, F&AT, January 2, 1828 – Statement of Affairs of Fauquier and Alexandria Turnpike Company: “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.**” [BPW, No. 252 F&A Tpke Co., Library of Virginia]

“The operations for the past season have been directed to the continuation of the improvements of the M’Adam system. At the close of the year, it is believed that the road will be in excellent condition, except for about three miles, which will be executed the following year. ...The President and Directors had no means of completing the work, except by loans secured on the tolls, and by some of the stockholders. ...The very rough state of the road has induced the President and Directors to demand little more than half the tolls allowed by law, and collected by the Little River Company, to which this is a tributary road. It is now proposed to collect the legal tolls. ...**With a view to accelerate this desirable period, and to make further improvements in cutting down hills, which the state of their affairs will not now justify, 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.”** [Annual Report of the Board of Public Works, 1828. Return of the President of the Fauquier and Alexandria Turnpike Company, November 29, 1828. Hugh Smith, President, Fauquier and Alexandria Turnpike Company, p438-440]

*Claudius Crozet Report of Examination of the Fauquier and Alexandria Turnpike Road, 1828* – **This road is in good order from Warrenton to about 4 miles beyond Buckland, a distance of 12 miles. Some of the stones, however, are too large; and, in places, earth has been mixed with them, to the disadvantage of the carriage-way;** this plan, which, in the first instance, obviates the roughness of newly broken stones, proves in the end, an obstacle to getting firmly cemented and smooth: it should be carefully avoided in repairing. **From the point just mentioned, the company were engaged in re-modeling the old road: so far as this work has progressed, it was judiciously done. For about 12 miles at its eastern extremity, the old road has not yet received any modification.** The benefits of this turnpike will not be complete until it has been perfected by the new improvements in progress. Its western extension by a common, but well-located road, is also indispensable to bring it into full operation, and insure upon it an adequate revenue.” [Annual Report of the Board of Public Works, 1828. Reports of the Principal Engineer of his Operations in the year 1828. Fauquier and Alexandria Turnpike, p513-514]

1829 Act of the General Assembly (February 31, 1829) authorizing a lottery to improve the Fauquier and Alexandria Turnpike.

“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.” [*Baltimore Patriot & Mercantile Advertiser*, 8.22.1829, p2]

‘The Freshet’ - ...**Broad run also received a flood of water.** Dr. Peyton’s mill dam was carried off – the saw mill at the Thoroughfare Mills was swept away, and, to the astonishment of all who have visited the place, rocks supposed to weigh more than a ton, were removed some distance. Mr. Dean, at the Buckland Mills, sustained a heavy loss – his mill dam was carried off – his extensive distillery much damaged. **The public bridge across the run at the village was taken off.** The dam at the mills belonging to the estate of Gen. Hunton is gone. Tyler’s mill house was swept down the stream, until it lodged some two or three miles below; the dam shared the fate of the others on the stream. – Ewell’s mill was much damaged. Many valuable horses, and much other stock lost on this stream, as well as on all the others to where the freshet extended. [*Alexandria Gazette*, Sept. 3, 1829, p2.]

“Commencement and Termination of the Road – This road commences at its intersection with the Little River turnpike road at Fairfax court-house, and terminates at Warrenton, Fauquier court-house: distance between these two points, 28 ½ miles. *Number of toll houses*, six. *Distance apart*, about five miles, 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. ***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. Link of connection.*** This road is a connecting link between the road about to be made from Warrenton, through Thornton’s Gap, to Staunton, and the great northern route through the District of Columbia.” [Annual Report of the Board of Public Works, 1829. Return of the State of the Fauquier and Alexandria Turnpike Company to 1<sup>st</sup> November 1828, to 1<sup>st</sup> November 1829, J. Morgan, Treasurer, Fauquier and Alexandria Turnpike Company, p33-34]

1830 “The President and Directors of this Company have **continued, during the last year, the plan heretofore adopted, of taking up the old part of the road, which was originally badly made, and re-laying it upon M’Adams’ plan, which has consumed, and will continue to consume, all the funds received from tolls collected on the road, until it is finally finished.** It is much to be regretted that adequate means could not be procured to completed the road at an earlier day than it must necessarily take, if dependence alone is had on the funds received at the gates. If funds could be obtained for the purpose, and the few remaining miles, yet unfinished, completed during the ensuing year, the Company would soon be enabled to commence making dividends. This insufficiency of capital stock to accomplish so large an improvement, has compelled the Company to have recourse to loans, as well as the receipts at the gates, to enable them to accomplish it, instead of applying the latter to the use of the stockholders.” [Annual Report of the Board of Public Works, 1830. Return of the State of the Fauquier and Alexandria Turnpike Company to 1<sup>st</sup> November 1829, to 1<sup>st</sup> November 1830, J. Morgan, Treasurer, Fauquier and Alexandria Turnpike Company, p188-189]

Ann Royall – *Southern Tour*: “The road for some distance, was very smooth, but as we approached Buckland it became quite uneven. ...Buckland is a romantic, lively, business-doing village, situated on a rapid rolling stream, which rushes through uneven ground, broken into charming complex swells. The borders of the stream are beautifully shaded with walnut trees, and the surrounding soil is rich but stoney. Several manufactories are propelled by this stream, which adds much to the scenery. Buckland owns the largest distillery I have seen in my travels. The building, vats, and huge vessels, are quite a show. There is also a flour manufactory here, on a very extensive scale – this stream is a fund of wealth to the citizens. There are also several stores and two taverns in Buckland, but being

Sunday they were all closed; it is, however, a real Yankee town for business.[Anne N. Royall, Mrs. Royall's Southern Tour, or Second Series of the Black Book, 55-56. Washington, 1830-1831.]

- 1831 “The President and Directors of the Fauquier and Alexandria Turnpike Company report: That their operations during the last year have been almost exclusively confined to the keeping of the road and bridges in order, and **taking up and re-laying upon M’Adam’s plan, such parts of the old road as their limited means would admit, so as to make this latter part correspond with and be equal to the new part, made upon M’Adam’s plan.** All the tolls collected at the different gates have been expended in this way, except a sum sufficient to pay the interest on the bank debt. The tolls on this road have not increased so much as the company had reason to expect they would have done; this may be owing to the road not being as yet extended to Thornton’s Gap on the Blue Ridge mountain: when this improvement is accomplished, the travel will be greatly increased, and there is no doubt but that in a few years the affairs of this company will present a much more favorable aspect.” [Annual Report of the Board of Public Works, 1831. Return of the State of the Fauquier and Alexandria Turnpike Company to 1<sup>st</sup> November 1830, to 1<sup>st</sup> November 1831, J. Morgan, Treasurer, Fauquier and Alexandria Turnpike Company, p324-325]
- 1832 “The operations on the Fauquier and Alexandria Turnpike road during the last year have been continued upon the same plan adopted by the President and Directors and acted upon for several years past agreeably to former reports. They have **continued their efforts to take up and relay upon McAdam’s plan such parts of the old road,** as their limited funds would admit of. It is however much to be regretted that adequate means cannot be provided to accomplish this object at once, the road then would no doubt yield a handsome annual dividend to the Board of Public Works as well as the stockholders.” [Return of the State of the Fauquier and Alexandria Turnpike Company from 1<sup>st</sup> November 1831, to 1<sup>st</sup> November 1832, J. Morgan, Treasurer, Dec. 31, 1832, Fauquier and Alexandria Turnpike Company. BPW, No. 252 F&AT, Library of Virginia]
- 1833 “With its road **might be made quite as free from dust as that fine piece of imperfect Macadamized road leading from Warrenton to Buckland in Virginia, which is made entirely of amorphous quartz.**” [*National Intelligencer*, April 16, 1833]
- 1836 “Within the last year, as will be seen by the annexed report, **a bridge and toll house have been constructed** at a cost as moderate as practicable. And that expense would not have been incurred if their execution had not been indispensable.” Toll House - \$121.85; Bridge - \$301.67; Labor and Superintendence - \$1,300.00 [Return of the State of the Fauquier and Alexandria Turnpike Company for the year ending 10.31.1836. B. Hooe, President, Dec. 5, 1836, Fauquier and Alexandria Turnpike Company. BPW, No. 252 F&AT, Library of Virginia]



- 1840 “To the General Assembly of the Commonwealth of Virginia – The memorial of the President and Directors of the **Thoroughfare Gap Turnpike Company** respectfully represent to the General Assembly that they were many years of incorporated as a Company to make a turnpike road in the counties of Prince William and Fauquier – 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, and could procure no further private subscriptions to enable them to complete or continue said road. The legislature then granted to that Company the privilege of drawing a lottery to raise a given amount of capital to be applied to the continuation of the road. [Company never did lottery. Law prohibiting lotteries. Request exception to law]. [Legislative Petitions, January 16, 1840. Reel 165, Box 211, Folder 79. Library of Virginia, Richmond, Virginia]
- 1842 “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.” [Return of the State of the Fauquier and Alexandria Turnpike Company for the year ending 9.30.1842. Thomas Smith, October 15, 1842. Fauquier and Alexandria Turnpike Company. BPW, No. 252 F&AT, Library of Virginia]
- 1843 “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.” For repairs - \$820.00 [Return of the State of the Fauquier and Alexandria Turnpike Company for the year ending 9.30.1843. Thomas Smith, October 26, 1843. Fauquier and Alexandria Turnpike Company. BPW, No. 252 F&AT, Library of Virginia]
- 1846 “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.” Improvements and Repairs - \$1,307.71 [Return of the State of the Fauquier and Alexandria Turnpike Company for the year ending 9.30.1846. Thomas B. Gaines?, November 26, 1846. Fauquier and Alexandria Turnpike Company. BPW, No. 252 F&AT, Library of Virginia]
- 1847 “The company has built this year a substantial bridge over Cub Run (\$231.04) principally with their own labors under the direction of J. W. Claytor one of the contractors and own superintendence. 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.” Road maintenance – contracted in sections, one superintendent and three laborers, furnishing own tools for breaking stone. [Return of the State of the Fauquier and Alexandria Turnpike Company for the

year ending 9.30.1847. J. Douglas, President, nd. Fauquier and Alexandria Turnpike Company. BPW, No. 252 F&AT, Library of Virginia]

“We the Grand Jurors of and fore the body of the County aforesaid being empaneled and sworn and charged this 1<sup>st</sup> day of March 1847 upon our oaths do present The **Fauquier and Alexandria Turnpike Company for not keeping their road in good repair** within six months last past on the information of Joseph J. Cockrell & Richard O. Shirley, two of our body. And we do on our oaths present the Thoroughfare Turnpike Company for not keeping their road in good repair within six months last past on the information of two of our body viz. Samuel Haislip & Richard O. Shirley. Henry A. Barron – foreman.” [Grand Jury Presentments, March 1, 1847. Clerk’s Loose Papers, 1804-1899. Prince William County Courthouse, Manassas, Virginia]

Late 1840s – Early 1850s – Correspondence to BPW and Commonwealth of Virginia indicate that there is significant disorganization in the Fauquier and Alexandria Turnpike Company: few or no Directors, Directors who die or move out of area and are not re-appointed. Also a consequent neglect of road – no repairs on road surfacing or bridges, etc. for some time. No annual reports filed on a regular basis.

1851 To John Blake, from James Keith, May 27, 1851 – Woodburn. Dear Sir ...you are aware that **Alexandria has, ever since the existence of a turnpike from Warrenton to that place, been a better market for the purchase of almost any or every article consumed by the farmer than Fredericksburg, and that but for the cost of transporting produce over the turnpike there would have been a much larger proportion of the trade of Page, Rappahannock and upper Fauquier concentrating there, and that the tolls on the turnpike road (equal to six cents on the bushel of wheat) operated as a tariff in favour of Falmouth and Fredericksburg**, the advantage of which the merchants of those places have not been slow to avail themselves of. The rendering of the Rappahannock River navigable has rendered Fredericksburg much more accessible to the farmers of those counties more than formerly, and the merchants of that place always ready to take advantage of circumstances have offered less for produce than its real value, or than they could afford to give **simply because they know that it is easier or cheaper to get to Fredericksburg than to Alexandria by 10 or 12 cents in the bushels and there can be no doubt that it is mainly due to the difference in the two markets** that Fredericksburg has failed to get much of the trade of upper Fauquier the present season and that your company have lost it as carrier.” [James Keith to John Blake, May 27, 1851. Mss1 K2694 a28 Keith. Library of Virginia, Richmond, Virginia]

1854 To Board of Public Works, from R. M. Smith, February 1, 1854 – Fauquier and Alexandria Turnpike Company “is pretty much disorganized and the road neglected.” Smith is a current director?

1859 To Attorney General of Virginia, from James P. Machen, April 6, 1859:

“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.” Can state cede control to County Courts? [BPW, No. 252 F&AT, Library of Virginia]

1863 Alfred Waud panorama sketch (October 19, 1863) of Buckland and vicinity from Cerro Gordo heights showing Buckland Church, Trone house, and Stagecoach Inn south of turnpike road.

1869 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. (PWC Minute Book, 1869-1872, June 8, 1869, p611).

Ordered that O. C. Nichols is appointed surveyor of the road heading from Buckland to Gainesville and the hands on the lands of C. Ch. Hunton, R. R. B. Lee, J. W. McIntosh, Ch. Chappell, R. Fairbanks, John T. Dunn, Horace McCall, Albert Corum, George Corum, etc. ... all assigned to work and keep in good repair said road. (PWC Minute Book 1869-1872, June 10, 1869, p40).

It appearing to the Court that the order made at the June term of this court appointing commissioners to contract for building a bridge across Broad Run at Buckland and for other purposes is illegal and contrary to the form of the statute made and provided. It is hereby ordered that said order be and is hereby rescinded and that no levy be made for the building of said bridge and the clerk is hereby instructed to deliver a copy of this order to the sheriff who is hereby ordered to deliver said copy to the commissioners appointed by said illegal order. (PWC Minute Book 1861-1869, July 8, 1869, p29)

1870 On motion of John F. Thornbury the Court doth order that Rufus Fairbanks and P. H. Delaplane be appointed commissioners to view the site over Broad Run at Buckland and report to the next Court whether it will be to the interest of the people of the county to have a bridge built upon said site and what will be the

probable cost of constructing said bridge and the said commissioners will report any other facts they may deem pertinent. (PWC Minute Book 1869-1872, January 3, 1870, p117).

By and order of the county court of Prince William County entered at its January term, 1870, the undersigned were appointed commissioners to view the site over Broad Run at Buckland and report to the court whether it will be to the interest of the people of the county to have a bridge built upon said site, and what will be the probable cost of constructing said bridge.

The undersigned have carefully examined said site, and duly considered the cost and advantages of a bridge at this point, and submit the following report of the conclusions at which they have arrived.

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

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

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

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

to the businesses of the county which is often interrupted by the detention of justices, suitors and witnesses by high water. This portion of the county embraces the largest tax-payers and justice requires that their convenience and necessities 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 importances 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. All which is respectfully submitted April 1<sup>st</sup> 1870.

Rufus Fairbanks  
P. H. Delaplane

It appearing to the Court from the report of the commissioners appointed at the said January term herewith filed 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. It is hereby ordered that Rufus Fairbanks, Grayson Tyler and James W. Hunton be and are hereby appointed commissioners to advertise for plans and proposals and to determine whether any proposal shall be accepted and to reduce to --- ing the contract and bond required by law and that all the justices be summoned to finally determine the matter at the May term of this ... (PWC Minute Book, 1869-1872, April 4, 1870, p160).

- 1884 Report of Commissioners May 1884 – To his honor J. C. Weedon Judge of the County Court of Prince William County. The undersigned at the request of residents of Buckland in said County viewed a site where it is proposed to build a foot bridge across Broad Run and made an estimate of the probable cost of such bridge to submit to the Court. As the force of the stream will destroy any abutments or piers unless they are of very substantial masonry our estimates are for a wire suspension bridge 120 feet long, 5 feet wide as follows: Cost \$24.00. [PWC Loose Papers, Box 1014, Buckland Bridge Report of Commissioners, May 1884]
- 1888 Citizens file petitions with Prince William County to build a new bridge at Buckland. “We the undersigned pray your honor to take steps to secure a bridge

over Broad Run at the turnpike crossing at Buckland.” [PWC Loose Papers, Box 1014, Petition for Bridge at Buckland, n.d. (1888)]

Court orders commissioners to “select a suitable location for an iron bridge over Broad Run at or near turnpike crossing at Buckland.” [PWC Loose Papers, Box 1014, Buckland Bridge Order, July term 1888]

Court orders commissioners to advertise in *Manassas Gazette* “for proposals to construct said bridge and abutments according to plans and specifications filed by commissioners in the said application and report.” [PWC Loose Papers, Box 1014, Buckland Bridge, July term 1888]

“At last week’s term of the Prince William County Court commissioners were appointed to select a suitable site for an iron bridge over Broad Run at the turnpike crossing at Buckland.” [*Alexandria Gazette*, 7.9.1888, p2]

Report of Commissioners (George A. Hulfish, Richard B. Lee and Robert H. Tyler) August 6, 1888. ...1) The most eligible site in our opinion is immediately at the turnpike crossing; 2) We find the length of bridge necessary to span the stream to be 100 feet. Height of eastern abutment 10 feet 9 inches, western abutment 11 feet 8 inches; 3) For the convenience of the public we regard this building of a bridge at Buckland as of prime necessity for following reasons, viz: a – Broad Run is a stream so easily swollen that it very frequently becomes absolutely unfordable; b - a large section of our county get their mail from Buckland and Greenwich post offices. These offices are served from the railroad station at Gainesville, on the other side of Broad Run; c – the precinct for the voters of Buckland and vicinity is Haymarket, also on the other side of Broad Run; d – many of the pupils of the Buckland Public School reside on the other side of run, and are frequently debarred from attending by high water. We believe the approximate cost of bridge to be \$2,500 dollars. [PWC Loose Papers, Box 1014, Report of Commissioners on site, etc. of Bridge over Broad Run at Buckland, August 6, 1888.]

Specifications of Masonry for Buckland Bridge – Printed generic specifications for masonry with hand annotations. [PWC Loose Papers, Box 1014, Specifications of Masonry for Buckland Bridge, n.d. (1888-1891)]

- 1891 Pittsburgh Bridge Company, Nelson and Buchanan General Agents. Specifications, n.d. (1891). - 100 foot span, 12 foot wide roadway clear of trusses, 16 foot tall trusses, 6 panels, 16 feet 8 inches long truss panels, 100 lbs load carry per square foot, rolling load per panel 10,000 lbs, per truss 3,500 lbs., one coat of paint, floor: white oak 14 inches deep 3 inches thick joists, white oak 2 inch deep and 6 – 12 inch thick planks, no sidewalk, guard lattice 1 ¼ x ¼ inches.

In the Matter of the Application for *Bridge at Buckland* - It is ordered that the report of commissioners returned at the August term 1888, be and the same is

hereby confirmed, and the court being of opinion that the said bridge should be established at a cost not exceeding twenty five hundred dollars, it is further ordered that this application be certified to the Board of Supervisors for their action. [Court Minutes 1890-1891, June 2, 1891. Prince William County Courthouse, Manassas, Virginia]

*Buckland Bridge* – Expenditure agreed to and certified back to the County Court by vote as follows: For the expenditure: Marchant, Simpson, Lynn, Copert, Alexander. Against the expenditure: Colvin. (PWC Supervisor’s Minutes, October 1888 – December 1904, June 8, 1891, p79).

*Buckland Bridge* - The Board of Supervisors having agreed to the expenditure necessary to build said bridge. It is ordered that G. A. Hulfish, R. H. Lee & G. B. Tyler commissioners. Advertise in the Manassas Gazette for proposals to contract said bridge and abutments according to Plans & specifications filed by commissioners in the said application and report. [Court Minutes 1890-1891, July 7, 1891. Prince William County Courthouse, Manassas, Virginia]

In the Matter of *Buckland Bridge Across Broad Run* - For reasons appearing, the court doth reject all the bids made for the building of said bridge, and it is ordered that the Commonwealth again advertise for proposals to build the same. [Court Minutes 1890-1891, September 8, 1891. Prince William County Courthouse, Manassas, Virginia]

To the Honorable Special Commissioners of Buckland Bridge, from the Pittsburgh Bridge Company, October 6, 1891. “We hereby agree to build your bridge for the sum of \$2,475.” [Philip Lee Bland Papers. Possession of David W. Blake, Buckland Preservation Society]

In the Matter of *Buckland Bridge* - The report of commissioners and proposals to build the said bridge, were this day returned. On consideration whereof the court doth accept the bid of the Groton Bridge Company of \$2300: that being the lowest bid, and it is ordered that the commissioners enter into contract with the said Groton Bridge Company for the building of the said bridge according to the plan and specifications returned with the said report to be paid as follows. One half on the completion of the said bridge, and the residue on the 15th day of June 1892 and that said commissioners cause the said Groton Bridge Company to execute bond with approved security in the penalty of \$4600 conditioned for the faithful performance of the said contract, and the court doth appoint R. B. Lee commissioner to superintend the construction of the said bridge. [Court Minutes 1890-1891, October 7, 1891. Prince William County Courthouse, Manassas, Virginia]

To E. Nelson, Brentsville, Virginia, from J. R. Tillett, Stonewall Road and B ridge Sandstone Quarry, Manassas, October 14, 1891. “Send plans and written

- specifications for the masonry for the Buckland Bridge.” [Philip Lee Bland Papers. Possession of David W. Blake, Buckland Preservation Society]
- 1892 Report of Commissioners, February 20, 1892 – We the undersigned commissioners appointed for the Buckland Bridge beg leave to report that we have examined the bridge and find it built and completed in accordance with contract and specifications and recommend payment of same as per contract. G. A. Hulfish, R. B. Lee. I concur in above report, but beg leave to add that from inexperience in bridge contracts we omitted to specify sufficient railing to make the bridge absolutely safe, and would respectfully recommend that the approaches to the bridge be made safe by railing and that additional rip rap work be made to the abutments. Robert Tyler. Contract for \$2,300. [PWC Loose Papers Box 1014, Report of Commissioners, February 20, 1892]
- 1898 “That the principal street of sd. Town known as ‘Mill St.’ was made sixty (60) feet wide, running from the eastern portion of the town, in a westernly 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 incroached upon as your petitioner has been informed, by Dr. Kerfort 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 hous of your petitioner, thus making it impossible to turn a buggy or any vehicle around in said street without considerable difficulty.” Petition to Judge W. E. Lipscomb, October 1898.
- 1906 Virginia State Highway Commission is created. Commissioner and several civil engineers from UVA, VT and VMI assigned. [Newlon and Pawlett, eds., *Two Periods of Virginia Transportation History*, 2002:14]
- 1914 “The Warrenton and Fairfax Turnpike Company, incorporated, with a capital stock of from \$25,000 to \$50,000, has been granted a charter by the State Corporation Commission. Officers are Mitchell Harrison, president, Washington, D.C.; Donald Richards, Secretary, Warrenton, VA.” [*Washington Herald*, February 19, 1914, p6]

*“First Surveys Made for \$150,000 Road. Alexandria to Benefit by Construction of New Fairfax-Warrenton Turnpike.* 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, incorporated by the General Assembly of Virginia last February. The preliminary surveys have been completed, and early in the spring, work on the new road will be commenced. ...The company has taken over the old Warrenton and Fairfax Turnpike. To the motorist this highway will open up a tour from the National Capital to the Shenandoah Valley. The new road from Vienna to L---



ville and Langley, in Fairfax County, will furnish the connecting link between Washington and Warrenton.” [*Washington Times*, December 28, 1914, p5]

1915 “Supplemental articles of association have been granted the Warrenton and Fairfax Turnpike Company, Warrenton, increasing the capital stock from \$50,000 to \$150,000 and reducing the minimum from \$25,000 to \$3,000 and reducing par value from \$100 to \$10 per share.” [*The Washington Herald*, July 2, 1915, p7]

1916 *Will Finish Road to Shenandoah Vale. New Company Assumes Building of Link to Complete Highway From Capital.* “Due to the fact that there are no state funds available in the construction of Virginia’s good roads, the newly formed Warrenton and Fairfax Turnpike Company is assuming the building of a necessary turnpike to complete a through highway from Washington to the Shenandoah Valley. This company, as has already been set forth in another article, has procured a charter from the legislature which will enable it to take over the old Alexandria-Warrenton pike, grade and resurface the road and operate it until such time as the State wishes to take it back. The charter provides that when the state takes it back it must pay the stockholders the cost of the road, plus interest and minus dividends. The proposed new route to Warrenton via Fairfax, Centerville and the Bull Run Battlefield is approximately fifty miles in length, or twenty six miles shorter than the old route via Leesburg and Middleburg. Over this new route about which the operations of the new company will center, a party of newspapermen and prominent business men of this city travelled on last Tuesday. ‘Five Hours for Fifty Miles’ – Starting at 8:45 in the morning the party, in 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. ...Till now, he said, it has been necessary to raise money from private individuals in order to develop the project, but this has been unsatisfactory in that it afforded nothing concrete in the way of progress, which has necessarily been slow. ‘Motorists Should be Interested.’ – By the new plan, as soon as stock has been subscribed the holder pays a percent of the par value of the stock, the balance to be called for at the discretion of the company in accordance with the development of its work. Motorists have constant need for this short cut. The Shenandoah Valley and the route in between present so much of – historic interest and wonderful scenery that they must necessarily be interested in the work. But mere interest is not enough. Interest does not build roads. It requires money, and the only way the money may be procured for the work is by subscription. The Warrenton and Fairfax Turnpike Company is the result. But it offers a different sort of proposition to the motorist or the man with commercial interest in the road. Ultimately, without the loss of his interest or his money, the investor must reap benefit. ‘Exempt from Toll Charges’ – The stockholder will naturally be exempt from toll charges, and he will have the satisfaction of knowing he has invested in an enterprise that will bring him great satisfaction and infinite benefits. The construction and

maintenance of this magnificent route rests, however, not only with Virginians, but with Washingtonians as well. A large portion of the good that will come from it will be enjoyed by commercial Washington as well as local motorists, and certainly, in view of this fact, some of the responsibility of its construction is also up to them. 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. These may very easily be eliminated. But it requires money, and it remains for Washington, proud of her independence and enterprise, to do her share as is Virginia. ‘White Cars Perform Well’ – The White cars, plowing through the mud sea and clambering the rock ribbed hills performed as few cars are capable. Never once in the long and weary journey did they falter. Theirs was a difficult transportation problem, but they acquitted themselves remarkably well. Their use was a courtesy of W. Pearce Raynor, local manager for the White Company, and although the cars on their return to Washington bore the signs of a transcontinental trip, Mr. Raynor, who drove the pilot care, was still smiling his satisfaction at their performance.” [*Washington Times*, February 26, 1916, p10]

- 1926 State Highway plan shows a rectangular frame dwelling at the southwest corner of the intersection of what is now Route 29 and Buckland Mill Road. The structure is shown to be standing adjacent to the northbound lanes of the proposed new concrete road. It is likely that this structure was demolished shortly after completion of the new concrete road.
- 1927 Virginia Highway Department builds a new concrete bridge at Buckland north of and adjacent to the iron truss bridge. After completion, the old iron truss bridge was abandoned and the two lane highway was renamed U.S. Route 29. New concrete road between Gainesville and Warrenton is completed at this time.
- 1953 VDOT widens Route 29 from two to four lanes. A new concrete bridge over Broad Run is constructed to carry two southbound lanes.
- 1980 VDOT replaces old 1927 concrete bridge carrying the Route 29 northbound lanes with a new concrete span.
- 2000 Phase I shovel testing and metal detecting conducted in vicinity of Trone House by Mark Joyner of Association for the Study of Archaeological Properties (ASAP). Approximately 16 shovel test pits excavated. No report.
- 2009 Easement protecting John Trone house and surrounding 2.35 acres granted to Thomas Ashe. Property owner received grant from ABPP for donation of easement.
- n.d. Prince William County: To Robert H. Tyler – To 1 days service letting contract on Buckland Bridge. (\$1) – To 1 days --- receiving and reporting \$1 – Total \$2 [Melvin Steadman Collection, Box 9, Folder 42, Accession 34683, Reel 1236, Library of Virginia, Richmond, Virginia].