



# NEWS AND NOTES

from

## *The Fauquier Historical Society*

Vol. 16, No. 2

WARRENTON, VIRGINIA

Fall & Winter 1994

### *One of Fauquier's Historic Treasures*

## Rappahannock River Canal, 1816-60

#### Story & Photos

By JOHN T. TOLER

Much of Fauquier County's pre-Civil War history is familiar to us. We enjoy our old homes, attend meetings at the Warren Green, and worship in churches that served as hospitals.

There is one pre-war edifice nearby that is much less obvious, but by the nature of its life and death exemplifies the spirit of antebellum Virginia.

The Rappahannock Canal, which linked farming communities as far inland as Waterloo with Fredericksburg, was an ambitious project from its inception in 1816 until its demise in 1860.

#### Canal History Discovered

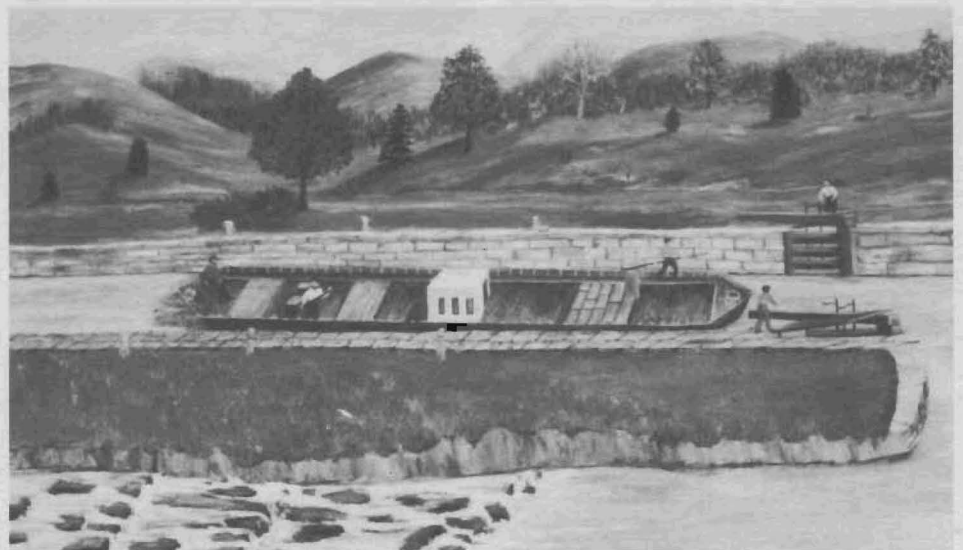
The membership of the Fauquier Historical Society enjoyed a lecture about the Rappahannock Canal by Donald Callaham, guest speaker at the 1994 Annual Meeting in June.

A resident of Taylorstown in Loudoun County, Mr. Callaham is a retired U. S. Marine Corps officer and former history teacher in the Fairfax County School System.

He first learned about the canal while fishing on the Rappahannock in the early 1960s. He was intrigued by the remains of the old locks and dams that he found along the river.

Later, when he needed to develop a previously unpublished topic for his Master's thesis at American University, he began researching the old canal project.

Mr. Callaham faced what could have been a critical situation. The Salem Church Dam, which would have backed up the river and flooded



—Society Museum Collection

**Lock operations on a section of the Rappahannock Canal is depicted in an oil painting done by Warrenton artist and historian Mrs. Lee Moffett. The canal at the point shown was built to bypass the rapids.**

many of the locks and dams, was at the time under serious consideration.

(Fortunately for historians and other river lovers, the dam was not built.)

Mr. Callaham uncovered many interesting and obscure facts about the project for his thesis, which he completed in 1967.

His initial source of information was Fairfax Harrison's *Landmarks of Old Prince William*.

Later, he found much previously unpublished information about the canal in reports prepared by the Commonwealth of Virginia Board of Public Works, Acts Passed at the General Assembly, and stories in the bi-weekly *Virginia Herald*, a newspaper published in Fredericksburg in the 1800s.

In the years since Mr. Callaham completed his thesis, it has become an important and often-quoted resource on the history of the Rappahannock Canal.

#### Concept of the Canal

The idea of building canals for water transport of goods and passengers was popular in the early days of the Republic. Many canals had been built in most eastern states, including Virginia.

Plans for a canal linking Fredericksburg to the interior were discussed as early as 1816, but a national recession and the promoters' inability to raise funds delayed actual construction until early 1829.

(Continued on Page 3)

# Rear Admiral Beverly Mosby Coleman, USNR

With the death of Rear Admiral Beverly Mosby Coleman, USNR, 94, on August 21, 1993, an era of Fauquier's history has ended.

The grandson of Colonel John Singleton Mosby, of Civil War fame, Adm. Coleman was born on January 9, 1899, in Washington, D.C., to Col. Mosby's daughter, Victoria Stuart, a writer for the Washington Post, and her husband Watson Eugene Coleman.

Two children were born of the marriage, Beverly Mosby and Pauline Mosby.

Beverly was three years old when the couple divorced, and the two children were raised by their mother in Washington. When he was older, Beverly helped with household expenses by delivering newspapers. He later attended Bullis Prep School.

He entered the Naval Academy, Class of 1922. To quote a yearbook, *"He started out by getting us all indebted to him for coming into the Navy at all, for he was headed for the Point and had passed the exams."* He was committed to the Navy by his love of the sea.

Following graduation he had duty in battleships and at the Torpedo School. He resigned in 1924 and enrolled in George Washington Law School, received an LLB in 1928, and began practicing law in Washington, D.C. At a much later date, 1957, he earned his LLM.

In 1940 he was called to active duty at the Army Industrial College.

This was followed, in 1941, to duty with the Coordinator of Latin American Affairs; then to sea, engaged in training and transport of troops to Europe and the Southwest Pacific.



MID'N. BEVERLY MOSBY  
COLEMAN, USNA '22

He was then assigned as executive officer to the naval advance base unit Acorn ONE and landed with it on Guadalcanal to build an airstrip near Henderson Field which, at that time, was receiving considerable attention from the Japanese air forces. He was transferred to CINCPAC in Pearl Harbor in the spring of 1943.

Upon the arrival of Admiral Kelly Turner's amphibious force to begin the island-hopping march through the Central Pacific, he transferred to his staff as beachmaster and combat landing control officer.

During the capture, early in 1944, of the southern islands of the Kwajalein Atoll, he conducted landings on five islands in five days, for which he was highly commended.

However, he suffered a broken leg in the course of action.

His official commendation states:

*"Commander Coleman, the so-called Group Beachmaster, in reality was assigned two jobs, both of which are large enough to demand full time from any man."*

Cmdr. Coleman served in a similar capacity during the capture of Saipan and Tinian Islands in the Marianas, where he stepped on a land mine and burst an eardrum. His hearing was impaired for the rest of his life.

In 1945, he was back in Pearl Harbor, planning for Iwo.

He then returned to Guadalcanal for the Marine Amphibious Corps landings on Okinawa and the Army assaults on three Shimas: Iea, Iheya, and Aguni.

He was with Admiral Turner in Manila during the Japanese surrender negotiations, then to an Army unit for advanced entry into Japan to prepare for the arrival of the first division of occupation troops.

He served as Port Director of Yokohama and President and Law Member of a Military Commission trying the Japanese prison-camp personnel.

He next went to Tokyo as Chief Defense Counsel to set up the organization of attorneys on behalf of the 28 major Japanese accused before the International Military Tribunal for the Far East.

In the summer of 1946, he returned to Washington for duty in the Bureau of Ships.

Following the outbreak of the Korean War, he returned to Tokyo as counsel, and was assigned to the U.N. Planning Group, drafting plans for implementing the Korean armistice.

Returning to Korea in 1953, he served in Panmunjom as U. N. Command Secretary for the Military Armistice Commission, attending months of daily meetings with North Korean and Communist Chinese opposite numbers, upon matters of prisoner of war exchange, armistice procedures, investigations and other related matters.

Since the signing of the armistice Captain Coleman had more personal contacts with the Communists than any other officer in the MAC, and more details were successfully negotiated by him than any other individual.

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# The Canal

(Continued from Page 1)

Much of the interest came from merchants and businessmen in Fredericksburg, who wished to see their city compete as a major shipping port.

After years of selling the plan to stockholders and state officials, surveying the river, and developing a proposed design, work finally began.

The commencement of the construction at Fredericksburg was heralded with great fanfare on January 21, 1829.

A long procession, headed by Col. S. A. Storrow, president of the canal company, started from the Town Hall on Princess Anne St. and made its way down to a spot in the vicinity of Canal and Prince Edward streets.

The initial design of the canal system was done by Laomi Baldwin, an engineer who had been involved with the project since 1816.<sup>1</sup>

Baldwin calculated that the 323-ft. fall from Carter's Run at Waterloo to Fredericksburg would require 28 locks, 18 dams, and four canals.

The canal system would be just over 50 miles long, and he estimated the cost at \$210,480, including \$10,000 to cover "contingencies."

Baldwin's design relied heavily on utilization of the navigable sections of the river.

In areas where the water was too shallow for navigation, dams were built across the river. The effect was to create a series of large "ponds" connected by deep water channels or excavated canals.

The rapids were also flooded in this manner, or bypassed by canals altogether.

The most complex section was the one mile canal with five locks which bypassed the rapids at Kelly's Ford; the longest excavation was the 1.2 mile section at Hart's Mill, near the present-day Rt. 211 bridge.<sup>2</sup>

Taming the river proved to be much more difficult than the promoters and engineers imagined, and progress upstream from Fredericksburg was extremely slow.

Floods in the spring and fall battered the dams and washed away the locks; summer droughts dried up the shallows and sluices.

Continuous repair of existing

**THE WORK ON THE  
Rappahannock Canal,**  
Will be commenced on WEDNESDAY, the 21st inst.  
The Committee appointed for that purpose, announce the following as the

**ORDER OF PROCESSION :**  
The President of the Company, supported  
by the Secretary and Treasurer.  
The Directors of the Company.  
The Clergy.  
The Lodge, in uniform.  
The Mayor and Common Council.  
Port Officers.  
Inspector of Flour.  
Magistrates of the Town and County.  
Clerks of the Courts.  
Marshal and Sergeant of the Corporation.  
Music.  
Mechanics, with appropriate implements.  
Fire Companies.  
Teachers and Pupils.  
Captains of Vessels.  
Sailors in full dress.  
Draymen, with their Drays, two abreast.  
Strangers, } on foot.  
Citizens, } on foot.

The Procession will form in front of the TOWN-HALL, at 10 o'clock, A. M. precisely, and move down Princess-Anne Street, to Wolfe Street—thence to Caroline Street—thence up Caroline Street, to the Ground.

FREDERICKSBURG, January 18, 1829.

—Va. State Archives

## Broadside published 1829.

facilities and additional, unplanned construction were necessary to keep the canal open year-round.

Not unexpectedly, local politics also came into play. Investors upstream were not interested in purchasing stock or otherwise supporting the project until construction was imminent in their jurisdictions.

The fact that the work started in Fredericksburg and went piecemeal inland did little to win the support of those whom the canal was ultimately meant to serve.<sup>3</sup>

By 1832, canal construction was far behind schedule, and the Rappahannock Company was forced to reorganize and refinance.

Col. Storrow stayed on until additional shares were sold and new tax money found; he was replaced as president by Judge John Coalter, who would face even greater financial problems than his predecessor.

A second refinancing arrangement was required in 1837, and Yeamans Smith replaced Judge Coalter as president.

Weather and design problems persisted, and commercial use of the completed sections canal declined in 1841 and 1842. Work on the rest of the project was at a standstill.

By this time, over \$133,000 had been invested in the canal, with no promise of completion in sight and virtually no money coming in. The officers stopped drawing salaries, and most of the lock keepers went unpaid.

The company continued to exist - at least on paper - for about five more years.

But supporters of the canal project would not give up; even more certain that the financial growth of Fredericksburg depended on the canal, a third attempt to save the company and build the canal was started in 1845.

Individual citizens and the Common Council of Fredericksburg

(Continued on Page 4)



Snake Castle, a large rock formation, was at the north end of the dam built for Ellis' Mill Canal, one of two built to bypass the rapids there. The natural cleft probably held the headgates of the canal.

# The Canal

(Continued from Page 3)

subscribed to an additional \$79,000 in river bonds.

A petition was sent to the legislature requesting that the company be allowed to be reorganized and granted a new charter. The petition was favorably received in Richmond, with the understanding that the construction had to be approved by the Board of Public Works.

John Crump was elected president, and a deadline of January 1, 1850, established for completion of the project.<sup>4</sup>

By then, most of the original canal had been damaged beyond repair by flood and ice, necessitating a total overhaul.

The contractor for the new project was Wellington Gordon, who had been pledged the "tolls and emoluments of the company until such time as he would be fully reimbursed" for his work.<sup>5</sup>

Construction resumed at a good pace until a serious flood on Oct. 7-8, 1847, caused serious damage to the canal.

Gordon stopped the work on Nov. 29, 1847, and surrendered his contract to the company.

Again, supporters went to the state for financial assistance.

On Feb. 3, 1848, the state authorized a loan of \$100,000, but held a mortgage on the company property and any net income until the loan was repaid.

Work resumed in the spring of 1848, and by the following fall, the canal was opened from Fredericksburg to Kelly's Mill.

Toward the end of the year, the money ran out again, and company officials approached Wellington Gordon for assistance.

Through a complicated financial arrangement, Gordon set aside debts already owed him, and took a lien against the company for \$35,000, the amount needed to finish the project.

The canal was finally opened up to Carter's Run on July 1, 1849. By then, the refinanced company had spent over \$280,000 on new construction, and nearly \$30,000 in repairs.

A far larger project than Laomi Baldwin had envisioned over 30 years earlier, the completed Rappahannock Canal had 25 stone locks, 55 wooden locks, 20 dams, 15 miles of excavated waterways, and a large boat basin in Fredericksburg.

The job was done, but commercial usage of the canal was to prove far below what the owners projected.

## Brief Service Life

Shipping on the canal followed a predictable pattern.

Canal boats made the journey up the canal with manufactured goods, fertilizer and building materials, and returned to Fredericksburg loaded with farm products, lumber, and firewood.

For the period Sept. 30, 1849, to Sept. 30, 1850, the company reported the following business:

### Descending Traffic

25,859 barrels of flour  
34,356 bushels of wheat  
2748 bushels of corn  
348,221 feet of lumber  
1183 cords of wood  
300 bushels of oats  
616,649 lbs. merchandise  
39,516 pieces barrel timber

**Tolls Collected: \$4002.00**

### Ascending Traffic

913,965 lbs. merchandise  
1700 tons of plaster  
1015 bushels of clover seed  
137 barrels of fish

1188 sacks of salt  
174,539 lbs. of guano  
84,122 lbs.

**Tolls Collected: \$1646**

Tolls for the period described above amounted to only \$5648.00<sup>6</sup>

With so little income, the company had no money left for maintenance or repairs, to say nothing of retiring the huge construction debt, which had reached nearly \$450,000 - a huge investment in those days.

## The Company Folds

As the last of the operating funds dried up, the company was forced to abandon large sections of the canal, and finally gave up on the whole project.

The failing company was turned over to its largest stockholder, the Common Council of the Corporation of Fredericksburg, on July 1, 1852.

More financial maneuvering followed, with the state receiving payment on its 1848 loan, and subscribing to \$134,000 in the capital stock of a new company.

Even after the sale of the assets to satisfy a portion of the debt, the canal still failed to produce enough revenue to stay open.

One section above Fredericksburg sold to the Chancellor and Ellis families, who continued to operate their small part of the canal for the benefit of the neighborhood farmers until the Civil War.

The company continued to submit annual reports until 1860, after which it ceased to exist.

The Common Council, and later the City of Fredericksburg, ended up with several large tracts of land along the river in Fauquier, to which it holds title to this day.

In his thesis, Mr. Callaham gives several reasons why the ambitious project on the Rappahannock failed.

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## Whereas, it is in contemplation to open the Rappahannock river

and render it navigable for Boats capable of transporting eighty Barrels of Flour to the Basin in or near FREDERICKSBURG, and bringing from said Basin eight tons of Plaster or Merchandize up the river as a return Cargo. And Whereas, if said improvement can be effected, the value of lands lying on or near the said river would be greatly increased. And Whereas, said improvement cannot be effected without a large expenditure of labor and money, and a great risk of loss to the undertakers. And Whereas, Alexander J. Marshall and others have it in view to undertake the completion of this desirable object and I am willing to contribute to said improvement the sum of *Fifty dollars*

—Courtesy of John K. Gott

Several bond issues were made to finance the building of the Rappahannock Canal, including this one, which was issued on April 2, 1845. Alexander J. Marshall, agent for the company, has secured a commitment of

\$50.00 from Alfred Rector, with the bond "immediately binding, due, and payable with interest from the time of the passage of a boat up and down the canal" from Fredericksburg to Waterloo.

# The Canal

(Continued from Page 4)

While the concept of building canals in America never lacked promoters or investors, very few of these projects *ever* made a profit, and some of the larger canal systems lost millions of dollars.<sup>7</sup>

This situation had a lot to do with timing, and the advent of new transportation technology.

In the case of the Rappahannock Canal, the building of the Orange & Alexandria Railroad in 1851-52, and the improvement of the Little River Turnpike from Leesburg to Falls Church reduced the business potential from both the north and west.

In contrast to the struggling canal system, the railroad turned a profit its first year of operation.<sup>8</sup>

The Rappahannock Company had its own problems, as well: the project was under-capitalized and burdened with debt, the design was poor, and the river uncooperative. Far too little money was set aside for maintenance and repair.



Iron peg is all that is left of the Snake Castle headgate.

## Epilogue

"The Rappahannock River is more in its natural state today than it was in the mid-19th Century," according to Mr. Callaham.

"If we could go back in time, we would not recognize the Rappahannock. The wild, free-flowing river that we know today was restricted by the dams, and the ponds that formed behind them flooded much of the land along the river," he said.

Yet, many reminders of the old canal still exist today.

Traces of the old canal, including some of the beautiful old stonework, the steel bars which held the wood and stone dams, and depressions in the earth along the river can still be found.



DONALD S. CALLAHAM,  
Rappahannock Historian

It is exciting to visit the old canal, especially for those who are aware of its interesting history.

And, of course, we can examine the old canal boat, found at Waterloo, now on permanent display at the Old Jail Museum.

## Footnotes

<sup>1</sup>*The Rappahannock Canal*, by Donald S. Callaham, Master of Arts Thesis Submitted to the Faculty of Arts and Sciences, The American University, 1967. Page 3.

<sup>2</sup>*Rappahannock River Scenic Atlas*, prepared for the Virginia Canals and Navigation Society by W. E. Trout III. Page 2.

<sup>3</sup>*The Rappahannock Canal*, Page 89.

<sup>4</sup>*Ibid.*, Pages 59-60.

<sup>5</sup>*Ibid.*

<sup>6</sup>*Ibid.*, Pages 84-85.

<sup>7</sup>*Ibid.*, Page 90.

<sup>8</sup>*Ibid.*, Page 87.



## Our Museum's Canal Boat

The craft that navigated the Rappahannock Canal were Rappahannock River batteaux, sturdy wooden boats with pointed ends and flat bottoms. They were up to 65' long x 9' 9" wide, designed to fit in the 74' x 11' locks.

All of what we know about these boats is based on two sections of sunken batteaux which were recovered from the river at Waterloo Landing in the 1950s.

These boats are identical in style to the James River batteaux excavated in Richmond, and were no doubt derived from them. The Rappahannock boats had higher sides and an extra pair of running boards, like benches along the sides, which were probably used for poling.

-from *The Rappahannock Scenic River Atlas*

## Can You Help?

# Society Receives Genealogical Inquiries

Betty Jo Stockton, 1106 Albemarle Road, Sterling, VA 20164, is looking for further information on Revolutionary War soldier who enlisted 1771 in Fauquier County. **JUDAH LEVI**, born circa 1760 died 1822, married **MARY A. MCGRAW** October 22, 1783 near home of John O'Bannon. Family moved to Mason County, KY about 1800.

James Zbick, 224 1/2 N. First St., Leighton, PA 18235, is interested in finding the obituary of **WILLIAM A. MARTIN** of Scuffleburg, who was last survivor of John Brown's jury.

Wells Behee, P.O. Box 144, New Madison, OH 45346, would like to know the date and place of the skirmish at

Cedar Run where his ancestor **PATRICK SULLIVAN**, Private, was engaged in battle during the Civil War.

Cheryl L. Warman, 341 Lyndhurst Ave., Morgantown, WVA 26505, wishes to know about the skirmish that occurred at the Waterloo Bridge where her ancestor (Union soldier) **JAMES M. WELLS**, was killed on August 28, 1862.

Donna Hunter, 24 S. Ash St., Redlands, CA 92373, seeks to identify the parents and siblings of **WILLIAM BERRY** who married **HANNAH OLD-ACRES** 1793 in Fauquier County, son John.

Rose Lane, P.O. Box 56, Marshall, VA 22115, seeks information about

**CALEB WHITACRE**, and brother **GEORGE WHITACRE** born July 9, 1791 and died October 16, 1853. She believes there may be a connection to **ROBERT WHITACRE** 1827-1892 who was a Sheriff of Fauquier County (Member of FHS).

William Alpheus Lear, 125 Valley Drive, Bridgeport, WVA, would like to correspond with researchers or descendants of **JAMES JUDSON LEAR**, born in Fauquier County 1848; died in Covington, VA, 1926. Children: Joseph Judson, Annie V., Ethel J., Robert E. and others.

Philip J. Schwart, 7303 Normandy Drive, Richmond, VA 23229, is interested in the **JENNINGS** family. Dr. Lewis Augustine Jennings married **VIRGINIA PAYNE** in 1856, children Archer and Lucy. Wants to know where Mrs. Jennings lived immediately after her husband's death in 1860.

Bobbie Butler, Rt. 1, Box 518, Hume, VA 22639 is researching the family of **RICHARD S. ALLISON** born in Fauquier County in 1837 and married **VIRGINIA E. FLETCHER** in 1871. She would like to contact any living descendants or relatives such as the children: **ALBERT C., JAMES DAVENPORT** and **RICHARD ALEXANDER ALLISON**.

Marion Thielen, 15397 93rd Ave., Kimball, MN 55353 wishes information on his ancestor **ROBERT LYON/LYONS** who lived in or near Warrenton and served in the War of 1812. Wife **SARA TOLSON**, four sons, **HENRY**, who remained in the South and became a Baptist minister, **ROBERT**, killed in the Battle of Winchester, **JOHN**, a Confederate Lieutenant and **BENJAMIN TOLSON LYONS**, his direct ancestor who moved to Ohio, Illinois, settling eventually in Clearwater, Minnesota.

Joe Slattery, 605 Balmoral, Shreveport, LA 71106 would like to contact anyone with information on Fauquier County **MCCOYS** before 1800. Of special interest are three known brothers, **WM. DANIEL & KENNETH MCCOY**, all Revolutionary War soldiers.

Reva L. Weller, R.R. 1, Box 27A, Perrysville, IN 47974 would like information on the **SMITH, BERRYMAN** and **MARTIN** families who settled in this area possibly as early as 1750. **BENJAMIN SMITH** m. **ELIZABETH MARTIN**, daughter of **JACOB** and **SARAH**, August 31, 1785 in Fauquier County. They immigrated to Kentucky in 1790. Family tradition says that Berryman and two brothers **JARRETT** and **LEWIS** fought in the Revolution.

Caren Pressley, 1620 Hanover Ave., Richmond, VA 23220, seeks information establishing that **JOSEPH HUDNALL, JR.** and **MARY TAYLOR** of Fauquier County are parents of **THOMAS HUDNALL**, a Revolutionary War soldier, b. ca. 1760 in Fauquier County.

## Coleman

(Continued from Page 4)

His outstanding service earned him the Army Legion of Merit; one Navy and one Army Bronze Star; a Navy Purple Heart; a Navy Commendation; an Army Commendation and a Presidential Unit Citation.

He was retired a Rear Admiral, USNR in 1959; he returned to his family in Washington, D.C. and resumed his law practice until 1988.

Adm. Coleman was married in 1929 to Eleanor Parrish Snyder, of Washington, D.C.



"BEACHMASTER" COLEMAN, 1944

They had a son, Charles Parrish Coleman, and a daughter, Victoria Mosby Coleman, both of whom predeceased their parents.

His wife's death occurred only a few months previous to his own. Adm. and Mrs. Coleman are interred at Warrenton Cemetery.

Adm. Coleman is survived by two nieces, daughters of his sister Pauline: Mrs. Stuart Mosby Blackwell Cooper and Mrs. Eugene Blackwell Nash of Warrenton, and seven grandchildren.

Throughout his career and life, Adm. Coleman was an extremely self-disciplined and moral man. He had an incredible sense of humor, often with a somewhat caustic flavor to it, but his blue eyes would be full of devilment.

He was a horseman, a noted military historian and lecturer. A participant in community affairs, he was the founding director of Planned Parenthood in Washington, D.C., and was a member of the Metropolitan Club.

Adm. Coleman had the highest respect and admiration for his grandfather, Colonel Mosby, which was reflected in his daily life, and to whom he referred as *The Colonel*.

One Sunday afternoon, this writer was visiting with him and some of his Warrenton family.

At one point I said, "Mosby..." Before I could proceed further I found his calm but steely blue eyes holding mine, "You mean *Colonel Mosby*?" he asked.

—Isabelle S. Palmer

# 1993-1994 Museum Committee Report

The Annual Museum Committee Report, covering activities at the Old Jail Museum from June 1, 1993 to May 31, 1994, was given at the Annual Meeting on June 16 by Chairman Bea McDonnell.

## Visitors

Mrs. McDonnell reported that for the period May - November, 1993, a total of 2232 persons visited the Museum.

Again, the highest monthly attendance was in May, when 611 persons visited the museum during the Warrenton Festival. Total for the month was 701.

The second highest month was July, with 497 visitors; 250 persons stopped by during the Wine Festival. Our attendance always swells when there is a special event in Old Town!

Our foreign visitors came from England, El Salvador, and the Netherlands.

## Acquisitions

Among the notable acquisitions during the past year were:

- Five original paintings of Warrenton scenes by Lee Moffett.
- Copy of a Mosby letter, given by Michael M. Palmer.
- Collection of old letters of the Chappelle family, given by Alice Nichols.
- Additions to the collection of old carpenter's tools, by Charles Smith.
- Pages from "The Illustrated American," Dec. 10, 1896, by Mary O'Shaughnessey.
- Painting of the Tillman Weaver house as it may have appeared at Germantown, donated by William H. Armstrong.
- Packet of WWII ration books, donated by Chilton McDonnell.
- Antique metal onion squeezer, given by Ann Brooke Smith.
- Letters and receipts from the 1800s from the home of Alice Jane Childs. Given by Robert McMeans, and brought to us by Fred Grohgan.
- A cavalry sabre and bit used by Edward L. Fisher, CSA, during the Civil War was presented to the Society by Mrs. Carter Lee Saunders, outgoing President of the Black Horse Chapter, UDC. The items will be displayed in the War Room.

## 1808 Building

Four rooms and the gift shop are open to visitors.

New exhibits have been set up in the War Room, including a display related to the WWII Battle of the Bulge.

This exhibit was requested by the 14th Armored Division of the 6th Army, and is part of the WWII Commemoration by the Town of Warrenton.

There is also an interesting Civil War exhibit provided by the African-American Heritage Society. It includes a portrait of two freedmen, one who served in the Union army and the other who worked in a Confederate Hospital.

On the second floor are exhibits related to the John Marshall family, Early Fauquier, Civil War artifacts, and a turn-of-the-century dental office.

Also on display are a collection of pictures of scenes and people in old Fauquier, including a number of rare prints.

## 1823 Building

The old cell block has been repainted and environmentally controlled.

On the first floor are exhibits noting industrial activities of the 1800s, including the remains of the Rappahannock River canal boat, and a display of old hand tools.

Other works in progress include a display of artifacts found in the exercise yard and jail buildings during recent renovation work.

Upstairs are the old maximum security cells, complete with prisoners' graffiti, and the artifact storage area.

## Volunteer Contributions

Volunteers working in *administration* - office work, cataloging, building maintenance, exhibits, organizing the museum shop, etc., donated 1895 hours over the past year.

In addition, our docents contributed 1560 hours keeping the Old Jail Museum open, and conducting tours.

Docents who worked over 50 hours were: Dan deButts (67 hours), Cliff Mashburn (70), Ann Brooke Smith (68), and Louie Leas (97).

We wish to express our appreciation to *all* who served the Fauquier Historical Society during the past year.



—Photo by J. T. Toler

Society President Jackie Lee, left, accepts the Civil War cavalry sabre from Mrs. Carter Lee Saunders and Mrs. John M. Cheatwood, UDC.

# Jack Alcock Publishes Definitive New Index

Researchers and genealogists interested in 18th Century Fauquier will have a much easier time now, thanks to Society director John P. Alcock, of Marshall.

Mr. Alcock recently published *Fauquier Families 1759-1799*, which consists of "comprehensive indexed abstracts" of the records kept in Fauquier from the first session of the county court in May, 1759 through the end of the 1799.

Principal sources of information include tax and tithable lists, marriage bonds, minute books, deed books, and will books.

The 445-page reference book was exhaustively researched, using state, county, and local resources. When necessary, cross-referencing is used, as well as close attention to spelling variations.

In addition to the abstract entries, *Fauquier Families 1759-1799* is further enriched with an easy-to-understand, 23-page introduction, and 56-page supplemental index, listing all entries by surname.



JACK ALCOCK

The introductory pages could actually stand alone as an interesting history lesson in early society and record-keeping.

In great detail, Mr. Alcock explains the procedures and problems of Colonial and post-Revolutionary clerks and tax collectors.

Also included in the introduction is an explanation of the coding used throughout the listings.

The basic research operations to use this book are: 1) find the name you seek in the alphabetical listings; 2)

copy the information in the abstract that refers to the applicable county documents; and 3) visit the appropriate resource center, and look up the full story.

The example cited in the book for information on ABELL, EPHRIAM, 84, 91G-95G, 97L, 99L, can be easily interpreted.

Ephriam Abell was a "tithable" resident of Fauquier, taxed for his personal property in 1784, 1791 - 95, and again in 1799. The entries were made by Peter Grant (G) and George Lowry (L), the commissioners for the Southern District of Fauquier where Abell lived.

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## Society Standing Committees Appointed

Society President Jackie Lee is pleased to announce that the new roster of committee members and chairmen for the coming year has been proposed and accepted.

Committees and members are as follows:

**Awards and Hospitality:** Mary Matteo, Chairman; Betty Olinger, Janet Hofer, and Nancy C. Baird.

**Finance:** William Miller, Treasurer and Chairman; William Armstrong, Max Harway, and Jeff Lippincott.

**Lecture Series:** Janet Hofer, Chairman.

**Membership:** Erlene Arthur, Chairman.

**Museum Committee:** Beatrice McDonnell, Chairman.

**Exhibits:** Denny Adams, Chairman; Jeanna Worst, Mary Matteo, Jackie Lee, Betty Olinger.

**Cataloging and Storage:**

In *Fauquier Families 1759-1799*, Mr. Alcock pays tribute to the Clerks of the Court and others who conscientiously prepared the early records. Their excellent work has preserved our history into the present.

*Fauquier Families 1759-1799* is soft-bound, and sells for \$34.95 plus shipping and handling. It is available from Iberian Publishing Co., 548 Cedar Creek Drive, Athens, GA 30605-3408, or from the author, John P. Alcock, 3910 Lea Rd., Marshall, VA 22115.

It is also available at genealogical bookstores.

Jeanna Worst, Chairman; Janet Hofer, Ava Lee.

**Correspondence:** Jeanna Worst, Secretary; Bea McDonnell, Jackie Lee, Betty Olinger.

**Newsletter:** John Toler, Editor and Chairman; Isabelle Palmer, Honorary Chairman.

**Programs:** Cliff Mashburn, Chairman; Joseph Scherer, Dan deButts.

**Property/Facility/Long Range Planning:** Jeff Lippincott, Chairman; Robert Wright, William Armstrong.

**Publicity:** Jackie Lee, John Toler, Barbara Wilson, Joseph Scherer.

**Research:** Phyllis Scott, Chairman; Dan deButts, John Alcock.

**Ways and Means:** Max Harway, Chairman; Barbara Wilson, Robert Wright.

**Volunteer Coordinators:** Nancy Baird, Mary Matteo, Bea McDonnell, Jackie Lee.

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## The Fauquier Historical Society

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