

Appendix A

Historic Resources Inventory

Rivanna Archaeological Services, LLC was engaged as a sub-consultant to LPDA to undertake a historic resources inventory. Their tasks included inventorying historic resources within and near the route of abandoned rail right-of-way proposed to become part of the Tobacco Heritage Trail. Rivanna has also compiled a list of potential interpretive themes located at the back of this Appendix.

Tobacco Heritage Trail Master Plan

Historic Resources

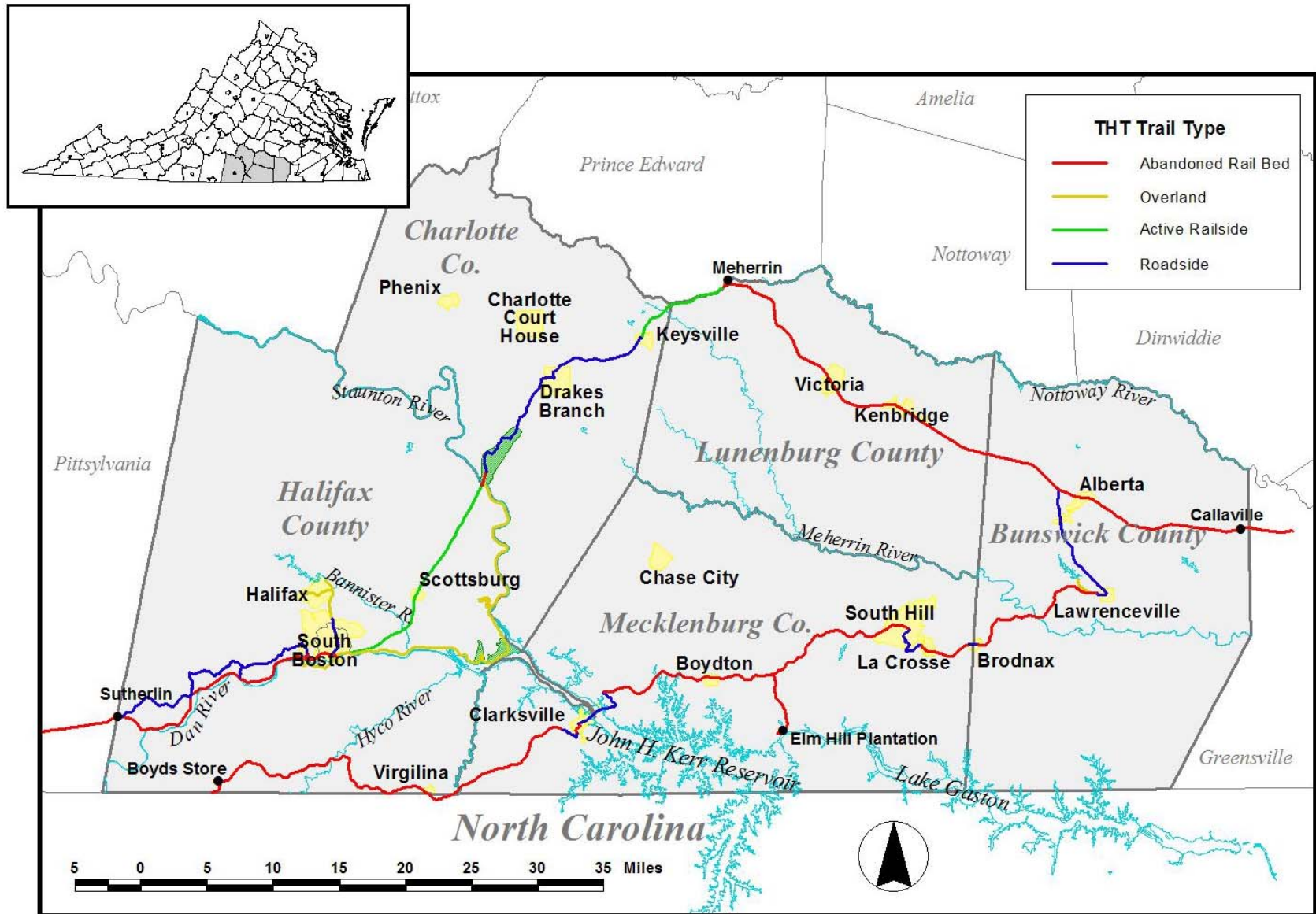
PREPARED BY RIVANNA ARCHAEOLOGICAL SERVICES

This document describes identified historic resources located along or in proximity to the planned Tobacco Heritage Trail (THT). The goal of this document is to identify both known historic resources that may be physically impacted by trail development and to generate an inventory of resources potentially relevant to the historical interpretative goals of the THT.

Preliminary maps of the trail route indicate that, at its full extent, the planned THT will incorporate roughly 313 miles of trail crossing six counties (Brunswick, Charlotte, Dinwiddie, Halifax, Lunenburg, and Mecklenburg County) in southern Virginia. While the trail's planned core will utilize nearly 160 miles of abandoned railroad beds, other sections of the trail will follow active rail lines and existing roadways in addition to incorporating existing and new overland trails.

The information on historic resources contained in this document has been collected from site files and cultural/historic resource management reports archived at the Virginia Department of Historic Resources as well as from published local histories. Over 600 historic resources, of which approximately 80% are standing structures and 20% are archaeological sites, have been recorded with one-quarter mile of the planned THT route. Due to this large number of VDHR-recorded architectural and archaeological resources in proximity to the THT, an effort has been made to include only the most historically significant and thematically representative sites as well as those known resources most likely to be physically impacted by development/construction of the trail.

Between Lawrenceville in the east and the small community of Boyds Store near the North Carolina border in Halifax County, the THT will follow predominantly the bed of the abandoned Atlantic & Danville Railroad, constructed between 1889 and 1891. Two spur trails, one to Great Creek Reservoir and another to Elm Hill Plantation, extend off of this approximately 85-mile-long primary section of the THT. Between the small communities of Callaville in eastern Brunswick County and Meherrin in northern Lunenburg County, the THT will follow the bed of the abandoned Virginian Railroad, constructed between 1905 and 1907. An approximately 9.5-mile section of trail along modern Route 46 (historic Lawyer's Road) between the towns of Lawrenceville and Alberta in Brunswick County will connect the southerly Atlantic & Danville RR trail section to the Virginian RR trail section in the north. Between Meherrin and South Boston in central Halifax County, the THT follows both active rail lines and roadways over a distance of approximately 34.4 miles. North of South Boston, approximately 8 miles of roadside and overland trail extend the THT to the town of Halifax, while west of South Boston sections of trail will follow both active roadways and the bed of the abandoned mid-19th-century Richmond & Danville Railroad to the small community of Sutherlin on the western edge of Halifax County. Approximately 3.6 miles of overland trail are planned in the Riverside area south of South Boston and the Dan River. East of South Boston, some 15 miles of overland trail will follow the north bank of Dan River to the Staunton River State Park. An additional 21.1 miles of overland trail are planned extending north from the Staunton River State Park along the west bank of



Map of the planned Tobacco Heritage Trail.

the Staunton River, providing connections to the Difficult Creek Natural Area and the Staunton River Battlefield State Park. Although not along the planned route of the trail, because of its central location identified historic resources in Chase City are also summarized in this document.

Over its more than 300-mile course, the Tobacco Heritage Trail will pass through or near the nineteen VDHR-designated Historic Districts listed in the table below. Seven of these historic districts currently are listed on the National Register of Historic Places and the Virginia Landmarks Register while another nine of these historic districts have been deemed potentially eligible for NRHP listing.

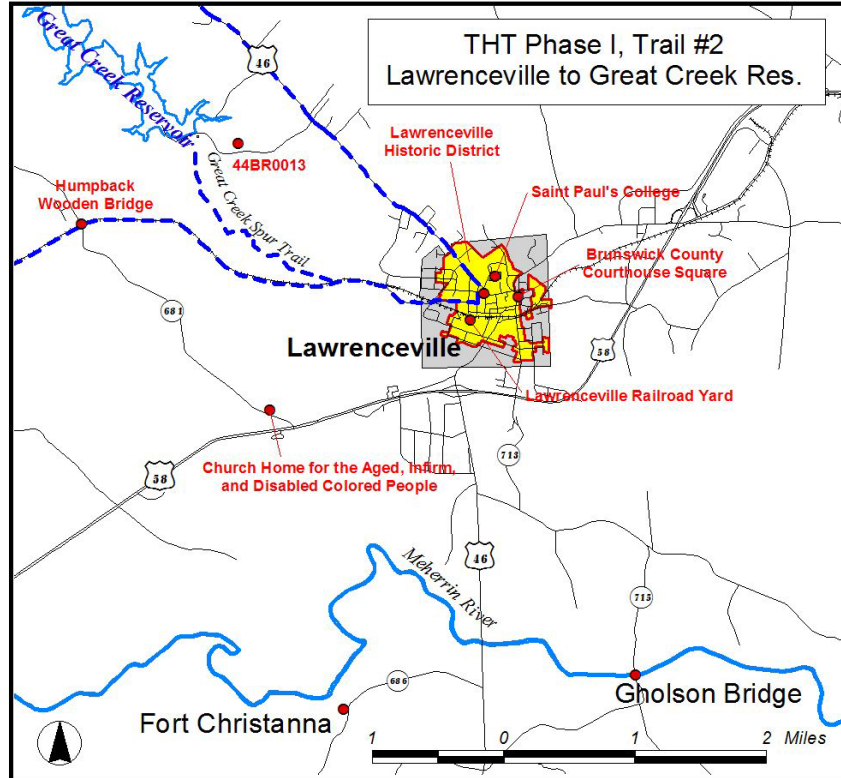
District Name	VDHR #	County	NRHP Listing	VLR Listing	Size (acres)
Alberta Historic District	012-5045	Brunswick	No	No	9.3
Boydton Historic District	173-5001	Mecklenburg	Yes	Yes	25.3
Clarksville Historic District	192-0121	Mecklenburg	Yes	Yes	11.9
Clover Historic District	197-5001	Halifax	Potentially eligible	Potentially eligible	6.6
Drakes Branch Historic District	209-0022	Charlotte	Potentially eligible	Potentially eligible	0.7
Fifth Avenue Historic District	247-0001	Lunenburg	Yes	Yes	2.7
Keysville Historic District	248-5001	Charlotte	Potentially eligible	Potentially eligible	23.6
Halifax Courthouse Historic District	230-5001	Halifax	Potentially eligible	Potentially eligible	111.3
La Crosse Commercial Historic District	250-5001	Mecklenburg	Potentially eligible	Potentially eligible	2.7
Lawrenceville Historic District	251-5001	Brunswick	Yes	Yes	26.3
Mountain Road Historic District	230-0078	Halifax	Yes	Yes	6.2
News Ferry Historic District	041-0174	Halifax	Potentially eligible	Potentially eligible	2.9
Pleasant Grove Methodist Church Historic District	012-5020	Brunswick	Not evaluated	Not evaluated	48.1
Scottsburg Historic District	297-5011	Halifax	Not evaluated	Not evaluated	12.9
South Boston Historic District	130-0006	Halifax	Yes	Yes	22.0
South Hill Historic District	301-0006	Mecklenburg	Potentially eligible	Potentially eligible	8.5
Staunton River Bridge Battlefield	019-5190	Charlotte, Halifax	Potentially eligible	Potentially eligible	3,265.3
Staunton River State Park Historic District	041-0100	Halifax	Yes	Yes	151.6
Victoria Historic District	317-5001	Lunenburg	Potentially eligible	Potentially eligible	7.6

In addition to the nineteen designated Historic Districts, another 271 historic resources, comprised of 62 archaeological sites and 209 architectural resources, are located within or near the planned THT corridor. Twenty-three of these 271 historic resources are currently listed on the National and/or State Registers, while an additional 20 have been deemed potentially eligible for NRHP inclusion.

For ease of presentation, historic resources along the THT are discussed according to the sections detailed below. The core of the Tobacco Heritage Trail is comprised of the approximately 160 miles of abandoned rail bed contained in Sections 1, 3, and 5.

1) Atlantic & Danville Railroad Section	
Lawrenceville to Great Creek Reservoir (Phase I, Trail #2).....	5
Great Creek Reservoir Spur Trail to Brodnax.....	10
Brodnax to South Hill (Phase I, Trail #1)	12
South Hill to Antlers	15
Antlers to Elm Hill (Elm Hill Spur Trail)	16
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Clarksville to Nelson.....	28
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2) Route 46 Section – Lawrenceville to Alberta	
Lawrenceville to Alberta.....	34
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Kenbridge.....	40
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Staunton River Bridge to Clover.....	55
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5) Richmond & Danville Railroad Section (South Boston to Sutherlin)	
South Boston to News Ferry	60
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6) Riverside Area, South of the Dan and South Boston	
Riverside Area	65
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8) South Boston to Staunton River State Park to Staunton River Bridge	
South Boston to Staunton River State Park.....	70
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Difficult Creek Natural Area to Clover Landing/U.S. Route 360.....	73
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Lawrenceville to Great Creek Reservoir (THT PHASE I, TRAIL #2)



Lawrenceville Historic District (VDHR 251-5001)

The eastern terminus of Phase I, Trail #2 is within the Lawrenceville Historic District. The district covers an area of some 26 acres (0.04 square miles) and includes much of the incorporated area of Lawrenceville, the Brunswick County seat. The Lawrenceville Historic District is listed on both the National Register of Historic Places and the Virginia Landmarks Register.

The site of Lawrenceville has been the seat of Brunswick County since its formation in 1781 and the first courthouse, built in 1784, was located on the courthouse square just north of the present court building. Sited at the intersection of various north-south and east-west routes including the Old Lawrenceville Stage Road, Lawyer's Road, and Pennington Bridge Road, Lawrenceville since its origins has occupied a crossroads and stopping place, especially for 18th- and 19th-century farmers transporting tobacco to the Petersburg market. In 1846, the Lawrenceville was described as a small, neat town with two churches and about 25 dwellings. Ordinaries/taverns to serve the traveling public were also common. The earliest surviving public building is St. Andrew's Church (1829), a wood-frame Gothic Revival building, while the current courthouse building was constructed in 1854. Although Union troops raided Lawrenceville during the Civil War, the county's records were not destroyed. Following the Civil War, Brunswick County was extremely poor and share-cropping was common. In 1888, James Solomon Russell, an emancipated slave from Mecklenburg County, founded Saint Paul's College for the education of African-Americans. In 1889, the Atlantic-Danville railway entered Brunswick County and by 1891 passed through

Lawrenceville and extended all the way to Danville. The largest concentration of domestic architecture within the Lawrenceville Historic District was built for the A&D labor force in the 1890-1920 railway boom years. Freight trains from Norfolk still serve the town but no longer extend west of Lawrenceville. Other notable public resources within the Lawrenceville Historic District include a 1906 high school, a 1912 water tower, and a CWA-WPA (1934-5) baseball diamond and swimming pool complex. According to the district's National Register nomination form, the themes of commerce, government, transportation, education, ethnic heritage, and religion are especially well represented in the town's historic buildings. Individually recorded resources within the Lawrenceville Historic District include:

- *Brunswick County Courthouse Square (VDHR 251-0001)*. The Square includes the County Clerk's office building (1893), the Courthouse (1854), a jail, a library building (1941) that now houses the Brunswick County museum, and a Confederate Civil War monument. The NRHP nomination states that the Courthouse Square "[w]ith its powerful Greek Doric courthouse and its Confederate monument...is the epitome of the nineteenth-century Virginia shire town."
- *Lawrenceville Railroad Depot (VDHR 251-0002)*. The railroad depot was abandoned in 1952 and demolished in 1991. Only photographs survive.
- *Lawrenceville Railroad Yard (VDHR 44BR0136)*. Limited archaeological testing documented the base of a turn-of-the-century turntable and remains of a roundhouse buried at a shallow depth beneath the present surface. Remains of other railroad yard shops and buildings may also survive below grade.
- *Saint Paul's College (originally St. Paul Normal and Industrial School) (VDHR 252-0003)*. Established in 1888. James Solomon Russell, the College's founder, was born a slave in 1857 on a Mecklenburg County plantation. Following Emancipation, Russell was educated at Hampton Institute and also trained for the Episcopalian ministry. Russell came to Lawrenceville in 1882 as a newly ordained deacon and established Saint Paul's Chapel for a congregation of African-Americans split off from the St. Andrews Church. The chapel's vestry room housed a parochial school. Growing enrollment led to the construction, with funds donated by Reverend James Saul of Philadelphia, of a dedicated three-room building now known as the Saul Building. Saint Paul Normal and Industrial School was founded formally in this building in 1888, and the school was incorporated by act of the General Assembly in 1890. With time, enrollment increasingly took in students from beyond Brunswick County. In 1922, a department of teacher training was established at the College and was accredited by the State in 1926. In 1941, the school's charter was amended to allow for a four-year liberal arts education, and the institution's name changed to St. Paul's Polytechnic Institute. In 1957, the name changed again to Saint Paul's College. The Saint Paul Memorial Chapel, a Gothic Revival building constructed in 1904, is the most prominent building and the first brick construction in the early college complex. In the early years of the 20th century, the Saint Paul curriculum emphasized technical skills and the Memorial Chapel was built largely with student labor. Also notable on the Saint Paul campus is the Fine Arts Building, originally constructed in 1900 as the house of the college president, James Solomon Russell.



Early 20th-century photograph of St Paul Normal and Industrial School (negative #0048, Jackson Davis Collection, Albert and Shirley Small Special Collections Library, University of Virginia).

Other notable historic resources in proximity to Lawrenceville include:

- *Fort Christanna Archaeological District* (VDHR 44BR0003; 012-0008), located 3.25 miles south-southwest of Lawrenceville on the south side of the Meherrin River. Listed on the National Register of Historic Places, Fort Christanna was established in 1714 as part of an effort by Alexander Spotswood, Governor of the Virginia, to regulate colonial trade with Native Americans. A five-sided, star-shaped fort with five cannons and 12-man guard was constructed on a hilltop south of and overlook the Meherrin River. In the nearby Meherrin floodplain a Sappony village was established that paid an annual tribute to the Virginia colony to “confirm the peace and show their submission.” The governmental act supporting Fort Christanna was repealed in 1717 as it was deemed overly monopolistic, however the Sappony continued to occupy the location perhaps into the 1730s.
- *Gholson Bridge* (VDHR 012-0080). An iron truss bridge constructed in 1884 over the Meherrin River approximately 3 miles south-south east of Lawrenceville on Route 715. The bridge is listed on the National Register of Historic Places.



Early 20th-century photograph of Gholson Bridge from HABS/HAER survey (Library of Congress, American Memory)

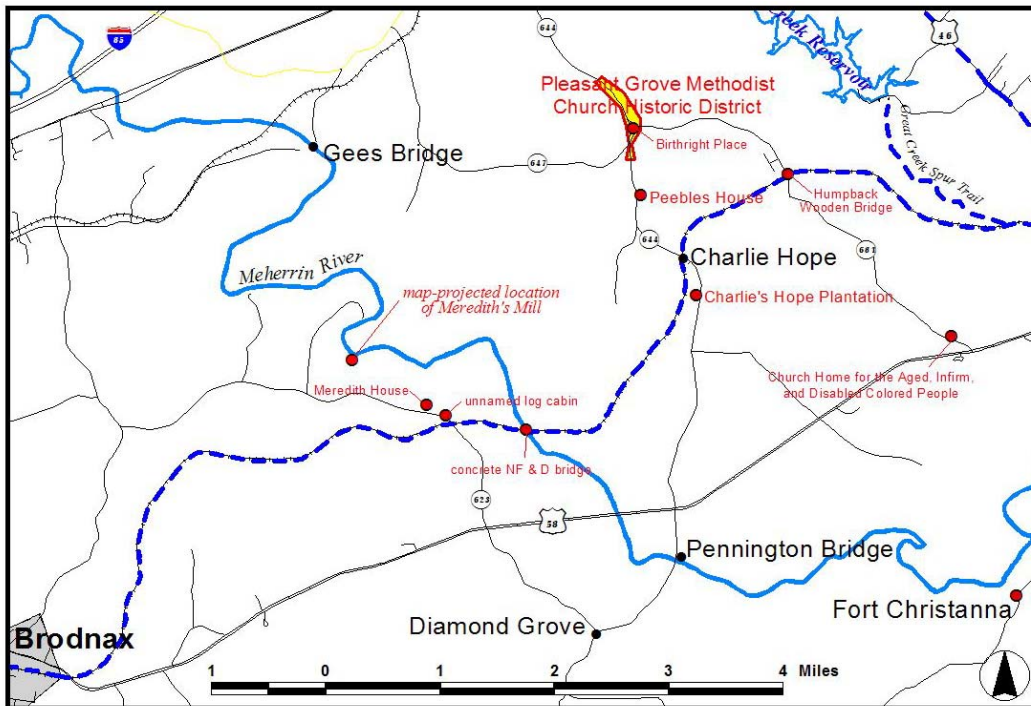
- *Church Home for the Aged, Infirm, and Disabled Colored People* (012-0126). Located approximately 1.75 miles southwest of Lawrenceville on Route 681 (Pleasant Grove Drive) just north of its intersection with U.S. Highway 58, this Reconstruction Era institution was established shortly after the close of the Civil War through the efforts of Martha “Miss Pattie” Hicks Buford who successfully encouraged the local Episcopal Church to establish a hospital for African-Americans in Brunswick County. The land the Hospital currently occupies was originally part of the Buford family’s Sherwood Plantation, and the Buford family operated the facility for the Episcopal Church. The present hospital, a 6000 sq ft wood-framed building, was constructed in 1892 after the original hospital building burned. The property is currently operated as an inn.
- *Brunswick Hall Plantation/Ellerslee* (VDHR 012-5007). Located roughly 0.2 miles south of Gholson Bridge at the intersection of Routes 715 and 673, Brunswick Hall Plantation is a National Register-eligible property that consists of a complex of at least four residences and a 24-stall horse barn surrounded by mature landscaping. Originally named Ellerslee, the complex was built. 1915 by wealthy industrialist Archibald M. McCrea, who later acquired Carter’s Grove Plantation near Williamsburg. McCrea designed Ellerslee as a “hunt plantation.” Although intended primarily to serve recreational needs, Ellerslee was laid out following a classic southern plantation design, complete with dependencies.
- *Allen Creek Bridge* (VDHR 012-0113). This bridge, deemed eligible for National Register listing, is located on Route 673 at the southeastern corner of the Ellerslee/Brunswick Hall property. Constructed in 1923 by the Lutten Bridge Company (Knoxville, TN), this concrete bridge has a single segmental barrel arch with simply design typical of the Lutten Company.

Great Creek Reservoir Area

In 1980, prior to dam construction and the impoundment of Great Creek, VDHR conducted an archaeological survey of the Great Creek watershed in the area to be impacted by the project. This survey project appears not to have been very intensive, however a total of 12 prehistoric archaeological sites and 7 historic sites were identified. Following impoundment, local collectors have identified two additional prehistoric sites along the reservoir’s maximum shore line. An historic mill site of unknown date (44BR0012) and a nearby 20th-century house site (44BR0014) apparently were destroyed by construction of the Great Creek Reservoir dam and stand as the only known historic resources impacted by the project. Remains of an early 19th-century residential site (44BR0013) apparently survive approximately 2000 ft southeast of the dam. While currently known sites within the Great Creek watershed are almost all located at or upstream of the reservoir dam, the area clearly has a relatively high potential to house a wide range of historic resources, a fact relevant to the planned construction of an overland section of THT trail between the Atlantic & Danville rail line and the reservoir dam. Among the historic sites identified is a cluster of archaeological and architectural sites in the far north of the Great Creek watershed survey area that includes the abandoned late 18th-century plantation of Millville (VDHR 012-0023)

and several apparently associated sites among which is a 19th-20th-century mill race and grist mill (44BR0010) and a possibly related residence (44BR0011). Because of the proximity (about 1 mile) of the Millville complex to the THT trail section planned along U.S. Route 46 between Lawrenceville and Alberta, fuller discussion of these historic resources is included in the section of this document covering this portion of the THT.

Great Creek Reservoir Spur Trail to Brodnax



Humpback Wooden Bridge (VDHR 012-0091)

State Route 681 (Pleasant Grove Road) crosses the abandoned Norfolk, Franklin, and Danville Railroad (originally Atlantic & Danville RR) via this wooden bridge. The date of the bridge's construction is not known nor is it clear whether the bridge still survives. The Church Home for Aged, Infirm, and Disabled Colored People (see above) is located on Route 681 approximately two miles south of Humpback Wooden Bridge.

Pleasant Grove

Pleasant Grove is located approximately 1.5 miles north of the THT and Charlie Hope and is accessible from the trail via either Route 681 (Pleasant Grove Road) or Route 644 (Grandy Road). According to Neale (1975:221) the first of fourteen Rosenwald Schools constructed in Brunswick County during the early 20th century for African-American education was still standing in Charlie Hope along Route 644 in 1975. The USGS 7.5-minute series Alberta quadrangle shows two schools, Charlie Hope School 1 and Charlie Hope School 2 along Route 644 and apparently located with the Pleasant Grove Methodist Church Historic District (see below). Virginia's Rosenwald School buildings have been listed on the National and State Registers as contributing elements of a Multiple Properties District. VDHR records contain no listing for the Charlie Hope Rosenwald School building however. Two recorded historic resources exist in Pleasant Grove:

- *Pleasant Grove Methodist Church Historic District (VDHR 012-5020)*. This approximately 40-acre parcel contains Pleasant Grove Methodist Church and cemetery as well as property along Routes 644, 647, and 680. The historical significance of the district has not been evaluated and little information exists regarding the property. The VDHR inventory form lists the 40-acre district as open

to the public. Perhaps as early as the later 18th-century, a horse racing track was located in Pleasant Grove (Neale 1975:142). The Pleasant Grove Methodist Church was first established in 1818, however the original building was destroyed by fire early on. Neale (1975:241) reports that the subsequent early- to mid-19th-century church “served until 1904 when part of the present structure was built,” suggesting that the earlier building may have been abandoned and is no longer standing. As mentioned above, the early 20th-century Charlie Hope Rosenwald School may still be standing in or near the Pleasant Grove Methodist Church Historic District.

- *Birthright Place (VDHR 012-0083)*. This privately owned, mid-18th-century, wood-framed residence is located within the Pleasant Grove Methodist Church Historic District just south of the intersection of Routes 681 and 647. No details regarding the structure have been recorded.

Charlie Hope

This small town apparently came into existence in the late 19th century as rail stop and post office along the Atlantic & Danville Railroad. No recorded resources exist in Charlie Hope, however the mid-18th-century plantation Charlie’s Hope (VDHR 012-0044) that gave its name to the rail stop is located on Route 644 approximately 0.4-miles south of the town of Charlie Hope. Roughly 0.8-miles from the Route 644 rail crossing at Charlie Hope, approximately half-way to Pleasant Grove, is another 18th-century plantation, the Peebles House (012-0104).

Unnamed NF&D Concrete Bridge (VDHR 012-0119)

The abandoned Norfolk, Franklin, and Danville Railroad (formerly A & D RR) crosses the Meherrin River on the concrete bridge of unknown age.

Meredith House (VDHR 012-0017)

The mid- to late-19th-century one-story frame house is located on Route 623 approximately 0.25 mile north of this road’s crossing of the abandoned Norfolk, Franklin, and Danville Railroad. Few details are recorded for this building, however Hotchkiss’s Civil War-era map of Brunswick County identifies “Meredith’s Mill” just north of this location on the Meherrin River.

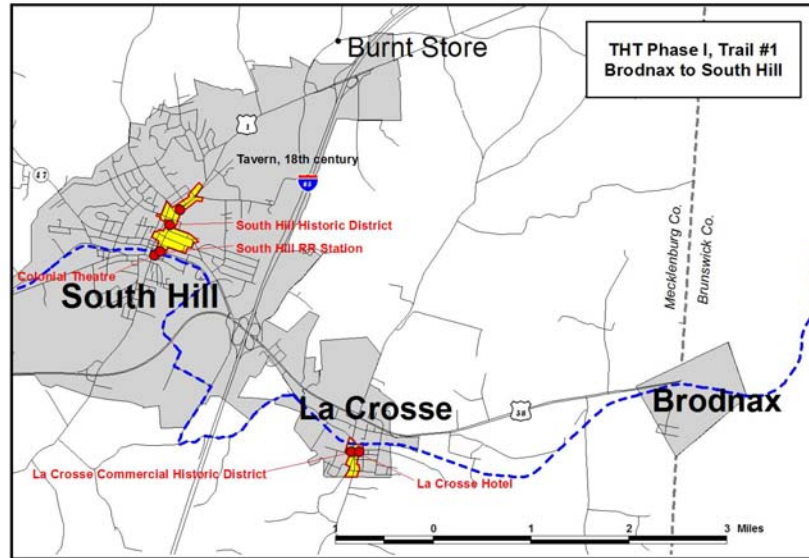
Log Cabin (VDHR 012-0020)

This one-story, two-room cabin recorded in 1958 as being in deteriorating condition is located approximately 1,000 ft southeast of the Meredith House on Route 623 and may be a tenant or slave dwelling associated with the Meredith property. It is not known whether the structure is still standing.

Brick House/Woodlands (VDHR 012-0038)

This National Register property is located approximately 5 miles southeast of Brodnax on Route 659. Woodlands is a Federal-style “I” house constructed in the early 1830s by the Brodnax family. Alexander J. Brodnax substantially remodeled the house, into a stylized temple-front residence following northern (Philadelphia) fashions in the decade leading up to the Civil War. Foundations of detached kitchen as well as two standing 19th-century outbuildings have been recorded on the property, which remains in the Brodnax family.

Brodnax to South Hill (THT PHASE I, TRAIL #1)



Brodnax

No recorded historic resources exist in this town, one of three incorporated towns in Brunswick County. The town does not appear on Civil War-era maps of Brunswick and Mecklenburg Counties. Brodnax, sited along the Atlantic & Danville rail line between Lawrenceville and Danville, may date to the late 19th – early 20th century when it became a stop on the A & D line.

La Crosse Commercial Historic District (DHR 250-5001)

Settlement of the La Crosse area began at least by the early 19th century when a small community known as Piney Pond occupied this site along an east-west road. In the post-Civil War years the community was known as Cleaton's Store, after a trading post that served the surrounding in area. La Crosse's development as a town began in 1888 when the Atlantic & Danville Railroad reached the town, and was further solidified in 1900 when the north-south Seaboard Air Line Railroad also passed through the town. The town took its name from this crossing of rail lines. The La Crosse business district grew up around the intersection of the two rail lines and contains a series of early 20th-century commercial buildings, especially along the south side of Main Street facing the Seaboard Air Line Railroad. The district is considered eligible for inclusion on the NRHP but has not yet been nominated.

La Crosse Hotel (DHR 250-5001-003)

The La Crosse Hotel, built in 1917 on Central Avenue, occupies a 1.1-acre lot planted in shrubs and trees. The hotel, popular among rail travelers, is now owned by the town.

South Hill Historic District (DHR 301-0006)

South Hill marks the intersection of several important early regional roadways (Piney Pond Road/U.S. Route 58; Goodes Ferry Road/Route 637; Ridge or Buckhorn Road/Va. Route 47 approximately) around which the communities of South Hill and Ridgefork had developed

by at least the early 19th century. The Boydton-Petersburg Plank Road (roughly U.S Route 1 and Route 651) was constructed in the decade prior to the Civil War. Construction of the A & D Railroad at the end of the 19th century led to considerable growth in South Hill. In the early 20th century, a second rail line was built south from Lunenburg County to South Hill to carry timber to the A & D line. By 1903, South Hill contained three tobacco warehouses and several prizeries with total sales of three million pounds of tobacco. By 1908, the town was the third largest flue-cured tobacco market in Virginia. The South Hill Historic District contains residential and commercial buildings dating primarily from the late 19th century through the early 20th century, though some structures representing the town's earlier history also survive (see below).

Tavern (DHR 301-0001)

Located at 624 Mecklenburg Avenue, this structure reportedly was built ca. 1730. Possibly, this is the same building mentioned in Bracey's (1978:131) history of Mecklenburg County as Wilson's Ordinary. The photograph below of the building was taken in the early 20th century as part of a HABS/HAER survey.



HABS/HAER photo (early 20th century?) of tavern located at 624 Mecklenburg Ave., South Hill (Library of Congress, American Memory).

South Hill Railroad Station (DHR 301-0002)

Located along Route 58 in South Hill, this station is the only known brick depot on the A & D line and was constructed in 1924 to replace an earlier framed depot building destroyed by fire.

Colonial Theatre (DHR 301-5054)

The Colonial Theatre was constructed in 1925 during the “golden age of movie palaces” and is listed on the National and State Registers of Historic Places. The Colonial is located at 220 South Mecklenburg Avenue, south of the South Hill Historic District and the former A & D rail line. The theatre was originally built to host live entertainment, including vaudeville and music productions. It also screened silent movies and, later, modern motion pictures. In addition to the theatre and lobby, this three-story Commercial Style building also housed the South Hill post office, a Masonic meeting hall, as well as commercial offices and retail space.

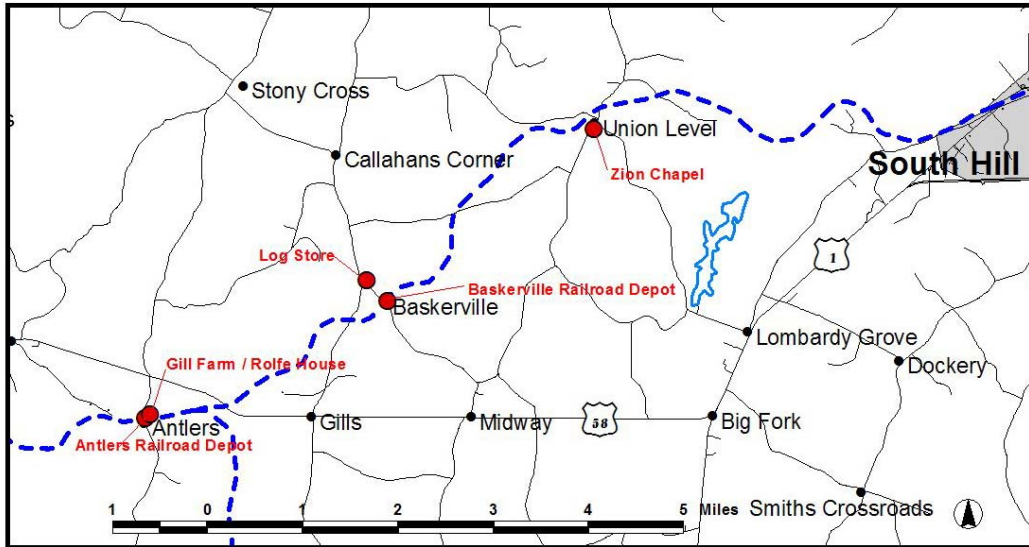
Tobacco Farm Life Museum

Located at 306 W. Main Street, South Hill.

Model Train Museum

Located at corner of S. Mecklenburg Ave. and Main Street, South Hill.

South Hill to Antlers



Union Level

Files at VDHR contain no recorded historic resources in this small town along the A & D rail line. According to Bracey (p.110), prolonged Methodist revival meetings were held at Zion Chapel (located on Route 663 approximately 0.3-miles south of the rail crossing) perhaps as early as 1790. The selection of Boydton as the site for Randolph-Macon College, originally a Methodist men's college, was made during the annual Methodist Conference in 1828 held at Zion Chapel. The present Zion Chapel was remodeled in 1897, however the building retains an earlier foundation, framing, and timbers.

Baskerville

Baskerville Railroad Depot (VDHR 058-0232)

Little information has been found about this town, but it probably dates to the late 19th- or early 20th-century construction of the Atlantic & Danville Railroad. In the early 20th century, the Southern National Highway, an early automobile touring route, passed through Baskerville (Bracey 1977:367; see also American Automobile Association, 1918, *General Map of Transcontinental Routes with Principal Connections*, on-line at American Memory, Library of Congress).

Log Store (VDHR 058-0233)

Located at the intersection of Routes 669 and 674. Date unknown.

Antlers

Antlers Depot (VDHR 058-0170)

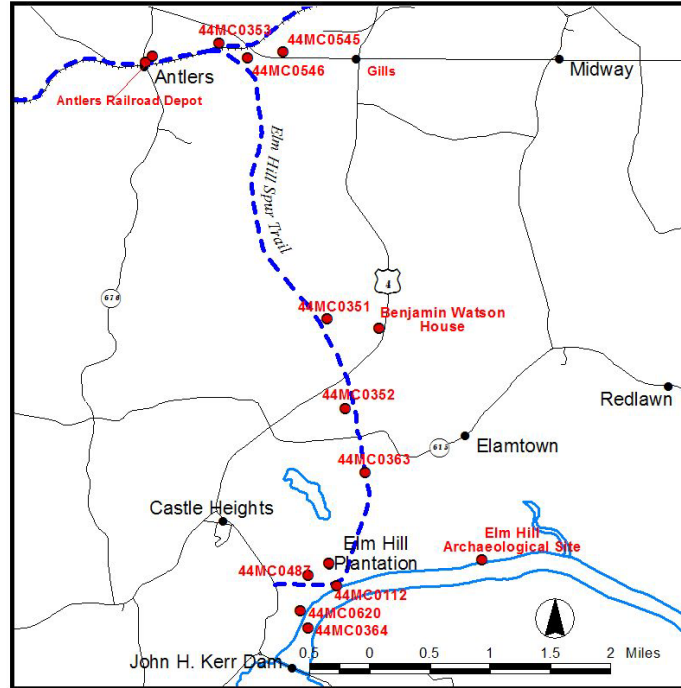
Ca. 1900 A & D Railroad depot.

Gill Farm/Rolfe House (VDHR 058-0143)

Mid-19th century farm with detached kitchen and various outbuildings, including two log tobacco barns, sited along the old Boydton-Petersburg Plank Road which ran just north of the railroad easement in this area.

Elm Hill Spur Trail – Antlers to Elm Hill

A spur trail departs the main THT route along the abandoned Atlantic & Danville Railroad bed approximately 0.6 miles west of the small town of Antlers. The spur trail runs south along a section of abandoned rail bed that follows the course of Allen's Creek to Elm Hill Plantation located on the north side of the Roanoke River approximately 0.8 miles downstream of the John H. Kerr Reservoir dam.



Prehistoric Sites 44MC0544, 44MC0546, and 44MC0353

Two large prehistoric archaeological sites, each covering more than 7 acres, have been identified less than 0.5 miles east of the Elm Hill Spur Trail's departure from the main THT. These sites are located in agricultural fields along ridge tops on either side of Reedy Creek approximately 0.3 miles upstream of its confluence with Allen's Creek. Artifacts recovered at both of these sites has consisted largely of non-diagnostic lithics, although some evidence of Woodland Period occupation has been collected along with sparse 19th- and 20th-century artifacts. A third, much smaller prehistoric site, 44MC0353, located just opposite the spur trail departure from the main THT, has yielded only non-diagnostic lithic artifacts.

Prehistoric Sites 44MC0351 and 44MC0352

Two additional prehistoric sites have been identified in upland settings east of Allen's Creek in the vicinity of the spur trail's crossing of Route 4. Site 44MC0351 is an extensive (roughly 25-acre) scatter of lithic artifacts, including Middle Archaic Period projectile points. No diagnostic artifacts have been collected from the much smaller (roughly 4-acre) Site 44MC0352.

Benjamin Watson House (VDHR 058-0017)

A 19th-century farm house with log tobacco barns and other outbuildings located approximately 0.5 miles east of the Elm Hill Spur Trail on Route 4.

Prehistoric Site 44MC0363

Approximately 0.2 miles south Route 615, the Elm Hill Spur Trail passes through the center of this large (18-acre) scatter of non-diagnostic prehistoric lithic artifacts.

Elm Hill Plantation (VDHR 058-0066)

This 18th- 19th-century plantation, located within a Virginia State Game Management Area, is listed on the both the National and State Registers. The 427-acre Elm Hill property was bequeathed to Sir Peyton Skipwith in 1763 by Hugh Miller, father of his first wife. Apart from a several year stay in Surry County, Skipwith apparently lived at Elm Hill until 1795 when he moved to his newly completed plantation home of Prestwould.

Historic Site 44MC0486

This 19th-century farmstead is located approximately 0.2 miles southeast of Elm Hill Plantation and may have been associated with the larger property.

Woodland Period Prehistoric Sites 44MC0112, 44MC0364, 44MC0620, and 44MC0078

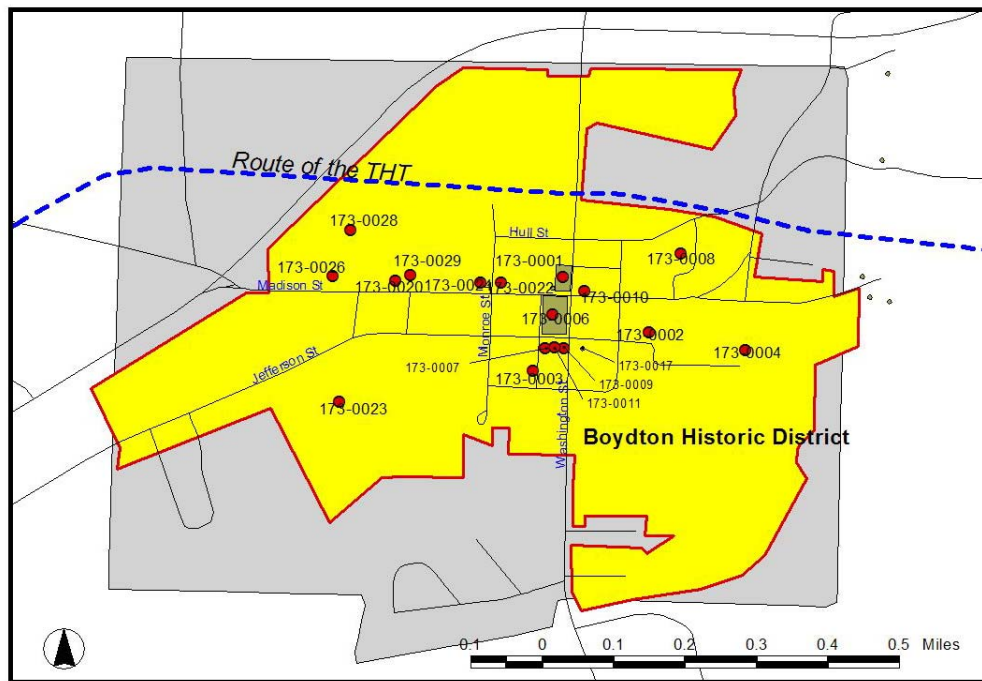
Numerous prehistoric archaeological sites have been identified in the Roanoke River floodplain in the Elm Hill vicinity. Sites 44MC0112 and 44MC0620 are located within 0.5 miles of Elm Hill Plantation, while Site 44MC0364 is located on Buggs Island within the Roanoke River channel. Site 44MC0078, the Elm Hill Archaeological Site is a large, Late Woodland Period palisaded village site with evidence of occupation reaching back to the Late Archaic Period. This site, located on the north bank of the Roanoke River near the Allen's Creek confluence approximately 1.2 miles east of Elm Hill Plantation, is listed a NRHP- and VLR-listed historic resource.

Castle Heights

This small town located approximately one mile west of Elm Hill Plantation was constructed in the mid-20th century to house workers building the John H. Kerr dam. The town was named for the symbol of the Army Corps of Engineers (Bracey 1977:370).

Antlers to Boydton

No historic resources of note have been recorded along the THT route until Boydton is reached.



Boydton Historic District (VDHR 173-5001)

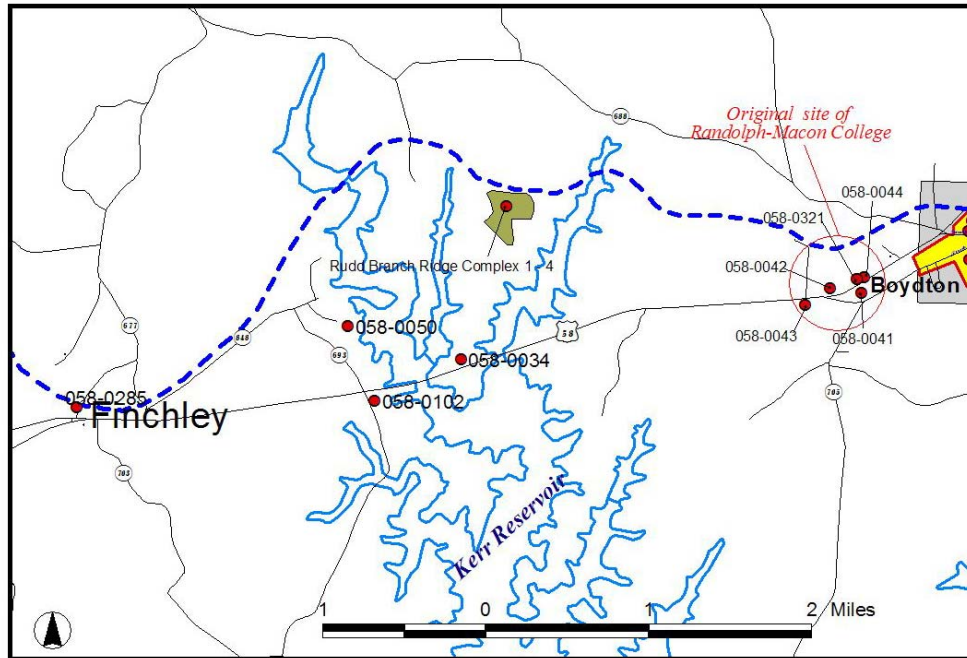
Listed on both National and State Registers, Boydton Historic District is centered on Courthouse Square and includes late 19th-early 20th-century commercial buildings along Bank and Washington Streets in addition to surrounding residential areas with structures ranging in date from the late 18th century through the mid-20th century. This town, the county seat of Meckenburg County, was originally known as Mecklenburg Courthouse and dates to 1765 when the County was carved out of encompassing Lunenburg County. In 1812, "Boyd Town" was established by act of the General Assembly, and named for Alexander Boyd, a Scottish immigrant who had inherited through marriage the property on which the original courthouse, prison, and stocks were sited. A number of individually recorded resources are located within the historic district:

- *Boyd's Tavern (VDHR 173-0001)*. The original portion of this building likely dates to the late 18th century and is thought to have been constructed by Alexander Boyd, Sr. or his son, Alexander Boyd, Jr. The building served county residents coming to the courthouse for legal business. It was added on to at least twice, first around the middle of the 19th century and again later in the century. The building is listed on both the National and State Historic Registers.
- *Boydton/St. James Episcopal Church and Cemetery (VDHR 173-0002)*. Greek Revival church constructed ca. 1842, on Jefferson Street.

- *Boydton Methodist Church (VDHR 173-0003)*. Italianate church on the corner of Bank and Decatur Streets constructed in 1873 by the prominent late 19th-century local builder, Jacob W. Holt.
- *Cedar Crest (VDHR 173-0004)*. Greek Revival house on Jefferson Street constructed ca. 1812 by William O. Goode, a local lawyer and State and National Representative. Major-General P. H. Sheridan briefly made the house his office in 1865 at the close of the Civil War.
- *Mecklenburg County Courthouse (VDHR 173-0006)*. Constructed between 1838 and 1842 by William A. Howard, the Roman Revival courthouse is located in the heart of Boydton at the intersection of Madison and Washington Streets. A small, early 20th-century clerk's office building and Confederate War monument are also located within the courthouse square. The courthouse is listed on both the National and State registers.
- *Old Goode Law Office (VDHR 0007)*. Across Jefferson Street from the courthouse square, this simple brick office building was constructed ca. 1870.
- *Boydton Presbyterian Church (VDHR 173-0008)*. A simple frame structure constructed ca. 1820, along Cemetery Street.
- *Alfred Boyd Store Building (VDHR 173-0009)*. Constructed ca. 1842 on Washington Street south of courthouse square. Alfred Boyd, a local merchant, was instrumental in extending the Boydton-Petersburg Plank Road west to the Roanoke River.
- *Tavern (VDHR 173-0010)*. Structure built of logs ca. 1800 and later covered by clapboard. Located on the north side of Madison Street (Route 58).
- *Tailors Shop/J. Y. Hutcheson Law Office (VDHR 173-0011)*. Simple brick office building constructed ca. 1842 as a tailor's shop and subsequently used as a Post Office and bank. Located on the south side of Jefferson Street opposite the courthouse square.
- *Goode Bank Building (VDHR 173-0017)*. Constructed in 1908 at 350 Washington Street.
- *Boydton Baptist Church (VDHR 173-0020)*. Constructed ca. 1800, the earliest portion of the church building was originally a wing on the home of Col. George Rogers. According to Bracey (1977:338), the wing served as the chapel of the Mecklenburg Female College, established in 1872 and housed in the Rogers' house. When the college failed in 1877, this wing of the house was moved to its present location to house the Baptist Church.
- *Boydton Town Hall (VDHR 173-0021)*. Constructed in 1905 at 461 Madison Street.

- *Boydton Jail/Wells' Building (VDHR 173-0022)*. Two-story brick building constructed in 1890 on the north side of Madison Street west of courthouse square.
- *On the Hill (VDHR 173-0023)*. Dwelling located southwest of town center, originally constructed ca. 1830 and extensively remodeled in Victorian style in 1887.
- *Trinity Episcopal Church (VDHR 173-0024)*. Vernacular Gothic Revival church built in 1880, corner of Madison and Monroe Streets.
- *Dining Hall of Mecklenburg Female College (VDHR 173-0026)*. One of two original wings of the George Rogers house, which was used to house the Mecklenburg Female College, opened in 1872. The wing was removed from the original house and moved to its present location probably in 1877, the other wing being moved and becoming the Boydton Baptist Church, now sited on the opposite (east) side of the drive to the ca. 1920 house that occupies the site of the Rogers House/Mecklenburg Female College. In 1877, the College became the Mecklenburg Female Seminary, which appears to have remained in operation until at least 1889. Following the close of the college, the Dining Hall was used as a public school house.
- *Teacher's Cabin (VDHR 173-0028)*. Located behind the site of the Rogers' House/Mecklenburg Female Academy, this building housed teachers employed by the Reconstruction-era school.
- *Carter Williams House (VDHR 173-0029)*. Constructed ca. 1880 just east of Boydton Baptist Church on Madison Street.

Boydton to Finchley



Original Randolph Macon College buildings (VDHR 058-0041 – 058-0044)

Four college buildings constructed in the 1830s are located approximately 0.3-mile south of the THT route along modern Route 58 west of Boydton. Randolph-Macon College opened in 1832 and is the first incorporated Methodist college in the United States. Dabney Cosby built at least two of the College's surviving buildings. During the Civil War, the College was forced to close because of low enrollment. Heavy investment in Confederate currency and bonds by the College's trustees also resulted in huge financial losses for the school. In 1868, the College relocated to its present location in Ashland, north of Richmond. Following relocation of the College, the property housed a variety of educational institutions through the late-19th and early-20th centuries including Pickett's School (1871), Southside University/Southside Seminary (ca. 1871-72), and the Boydton Academic and Bible Institute, a "Christian School for Negroes" in operation from 1878 until ca. 1940.

Russell and Son Wagon Factory (VDHR 058-0321)

The factory is located immediately west of Randolph Macon College Steward's Hall building (058-0044) and on the north side of modern Route 58, approximately 0.3-mile south of the THT route. This building, constructed in 1858, is considered eligible for listing on the National Register. Siting of this business was probably associated with the Plank Road, extended west of Boydton to the Roanoke River in 1856.

Rudd Branch Ridge Archaeological Complex (VDHR 058-5005 & 5006, 44MC0515 & 516)

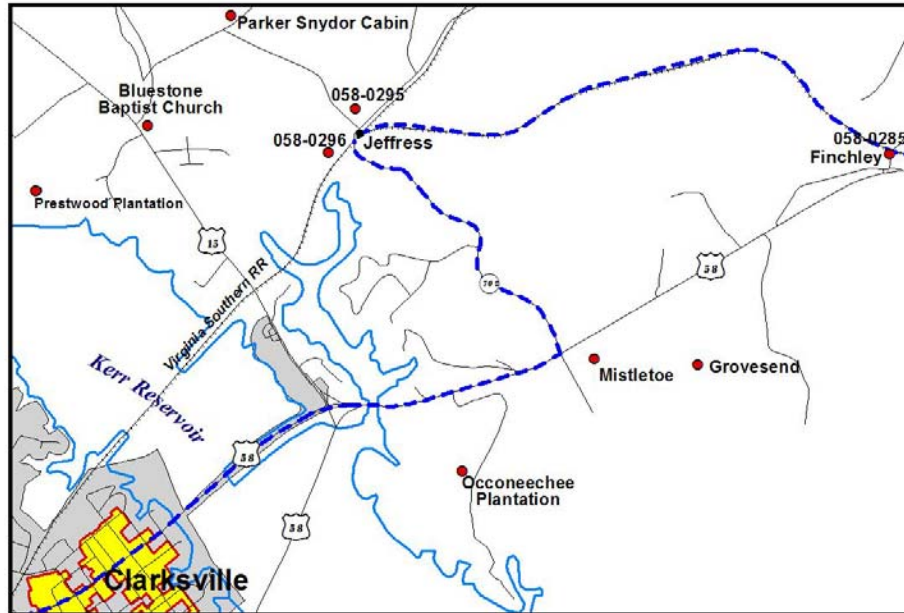
This extensive complex of abandoned buildings and artifact scatters is located on Army Corps of Engineers property just south of the abandoned A & D Railroad line on a north-south trending ridge between the now impounded waters of Rudd and Wall Branches, tributaries of Butcher's Creek. The complex is described as a late 19th/early 20th-century

tobacco farm. The late 19th-century Plank Road may have passed close by to this farm complex. The Rudd Branch Ridge Complex is listed on both the National Register of Historic Places and the Virginia Landmarks Register. A series of early- to mid-19th-century farms have been recorded in comparable ridge top settings to the south in proximity to Route 58, including Lofty Oaks (058-0034), Red Lawn Farm (058-0050), and Mill View (058-0102).

Finchley

Several recorded historic resources exist in Finchley, including a ca. 1900 brick commercial building that housed a store and a post office (VDHR 058-0285). A railroad depot likely also existed in the town, though no such structure has been recorded. Possibly, the western extension of the Boydton-Petersburg Plank Road runs through Finchley along the route of modern Route 848.

Finchley to Occoneechee State Park/Roanoke River



Jeffress

This small town is at the intersection of the northern extension of the Roanoke Valley Railroad, now part of the Virginia Southern Railroad but known as the Richmond & Mecklenburg Railroad when construction began on the line in 1858, and the ca. 1888 Atlantic & Danville Railroad. The Richmond & Mecklenburg line ran north from Clarksville to meet the Richmond & Danville Railroad (completed by the early 1850s) in Keysville in Charlotte County. Jeffress appears to have been a stop on the on the Richmond & Mecklenburg line by at least 1893, however the town does not appear on an 1864 map of the county. The Atlantic & Danville Railroad probably also stopped in the town, however a depot has not been recorded here. VDHR site files record only two late 19th-century houses in proximity to Jeffress (VDHR 058-0295, 058-0296).

At Jeffress, traveling towards Clarksville, the THT leaves the Atlantic & Danville rail bed and travels south along Route 702 for approximately 1.5 miles before turning west towards Clarksville along Route 58.

Mistletoe/Mistletoe Castle (VDHR 058-0038)

Mistletoe, a late 18th century plantation house with outbuildings, is located just southeast of the intersection of Route 702 with Route 58. The VDHR site file describes the property as “an outstanding and distinctive example of a late-eighteenth-century plantation house in the Lower Piedmont.” Mistletoe has been deemed eligible for listing on the NRHP. The house was constructed by Robert Munford for his son. Munford was the first Euro-American landowner and one of the first justices in Mecklenburg County. His landholdings, originally seated at a plantation called Montepavo, encompassed virtually all lands north of the Roanoke River to the modern route of U.S. 58 and east to Finchley.

Grovesend (VDHR 058-0281)

A well-preserved late-19th-century farmhouse with abundant outbuildings eligible for NRHP listing located approximately 0.5 mile east of Mistletoe on the south side of U.S. 58.

Occoneeci Plantation (VDHR 058-0091/44MC0318)

Archaeological remains of the early 19th-century Occoneeci Plantation and numerous outbuildings are located within Occoneeci State Park south of U.S. 58 and on the east shore of the Kerr Reservoir opposite Clarksville. The Occoneeci Plantation archaeological complex is listed on the National Register of Historic Places and the Virginia Landmarks Register. Numerous Native American archaeological sites have been recorded within the State Park containing material ranging in date from the Paleoindian through the Middle Woodland Periods.

Prestwould Plantation (VDHR 058-0045)

This late 18th-century, National Historic Landmark is located approximately 1.5 miles north of U.S. 58/THT trail on U.S. 15. The plantation, constructed by Sir Peyton Skipwith and his wife Lady Jean Skipwith largely on land purchased from William Byrd in the 1760s, is sited on a bluff overlooking the confluence of the (now impounded) Dan and Staunton Rivers. Skipwith, like his Southside neighbors, devoted his lands primarily to tobacco cultivation, however he also raised cattle and sheep, and breed horses. By 1787, his Mecklenburg County property was worked by a force of 135 enslaved African-Americans. Skipwith left Mecklenburg County in the years surrounding Revolutionary War, perhaps because of local perceptions that he was not a staunch enough supporter of the Independence movement. Following his return and remarriage in the 1780s, Skipwith and his second wife Jean, sister of his deceased first wife, began construction of Prestwould mansion, the house being largely completed by 1795. Prestwould is considered one of the best preserved Early National Period plantations in the state and is particularly well known for its extant interior furnishings of the period as well as the extensive landscaping and garden executed under the devoted eye of Lady Jean Skipwith. In addition, many original outbuildings, including perhaps the earliest surviving slave quarters known in Virginia, survive on the plantation's grounds. The suite of late 18th- early 19th-century service buildings extant at Prestwould is unmatched at other Virginia plantations. Prestwould houses an extensive collection of documents written by slaves, one of the largest such collections in the country. The property is open seasonally to the public.

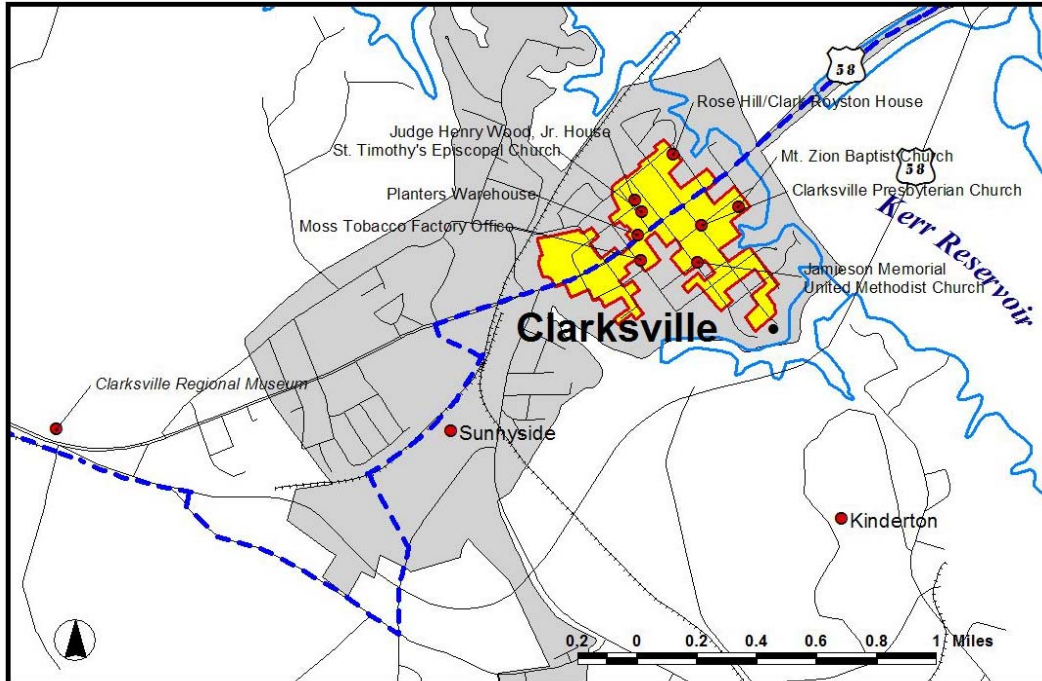
Bluestone Baptist Church (VDHR 058-0129)

Located at the intersection of U.S. 15 and U.S. 49 opposite Prestwould, this church reportedly was constructed in 1777 and moved to this site in 1896.

Parker Snyder Cabin (VDHR 058-5076)

This mid- to late-19th-century log cabin, located on Route 701 east of Prestwould, may have originally be part of the Prestwould Plantation estate. The cabin was occupied and owned in the late 19th-early 20th centuries by Lincoln "Parker" Snyder, an African-American born into slavery in 1854 in neighboring Halifax County. In the 1940s, the property passed through marriage into the Burwell and Shields families, also descended from slaves. The cabin is considered eligible for listing on the National Register.

Clarksville



Clarksville is one of a series of towns formed during the early 19th century along the Roanoke River in Mecklenburg County and is closely linked to the development of local and regional transportation networks. Tobacco played a paramount role in Mecklenburg County's 18th-century economy. Before tobacco could be sold at market, it had to be inspected by publicly appointed inspectors. Prior to the establishment of Mecklenburg County's first tobacco inspection warehouse in 1793 (at St. Tammany along the Roanoke River south of South Hill near present-day Bracey), all locally produced tobacco had to be transported overland to Petersburg for inspection and sale. For farmers living south of the Dan and Roanoke Rivers, this required river crossing for the overland transport of tobacco to Petersburg. By 1800, one of the most widely-used crossings was Royster's Ferry located near modern-day Clarksville. In the early 19th century, during a boom in the tobacco market that followed the War of 1812 and invigorated efforts to improve transportation on the Roanoke River, a series of towns were formed along the river in the hopes of drawing tobacco-related commerce. Clarksville was one of these early 19th-century river towns and the only one that survives today. Clarksville was formed in 1818 on 100 acres of land belonging to Clark Royster, the town's namesake, not long after the initiation of work on a nine-mile-long canal to bypass the Roanoke falls downstream making the river navigable for boats carrying tobacco. The town occupies the site of a ferry landing and tavern operated by Royster just below Oconeechee Island and the confluence of the Dan and Staunton Rivers at the western end of Sommerville's ferry. The sale of lots in the town as well as the public inspection of flour and tobacco commenced at Royster's Warehouse in 1818. Tobacco manufactories also quickly appeared in Clarksville. The town grew rapidly and in 1821 became the County's first incorporated town. By 1824, the work of the Roanoke Navigation Company had made bateau travel from the Dan and Staunton Rivers down the Roanoke to Gaston, North Carolina and then to Weldon via the canal around the falls. By the 1830s, Clarksville was a

major tobacco and flour market, ranking with the State's largest cities in terms of the volumes inspected, and in the decades leading up to the Civil War was the only tobacco market in the County. From Clarksville, tobacco was sent south into North Carolina as well as north to Petersburg and Richmond. By 1853, Clarksville was home to as many as eight to ten tobacco factories including, most notably, Moss Brothers & Company, one of the largest manufacturing businesses in the country in the years prior to the Civil War. In 1855, the opening of the Roanoke Valley Railroad connected Clarksville to Ridgeway, North Carolina and the Raleigh & Gaston Railroad, which in turn provided rail connections to Petersburg, Richmond, and Portsmouth. The Richmond & Danville Railroad, opened in 1856, did not pass through Clarksville, however a plank road was built linking the town to Chase City (historic Christiansville) and then to the Keysville depot on the new rail line. In 1858, the Virginia government authorized a northern extension of the Roanoke Valley Railroad along this route from Clarksville to Christiansville to Keysville. Work on the extension was begun but quickly ceased with the outbreak of the Civil War. The Roanoke Valley Railroad failed during the Civil War, but two decades later, in 1884, Clarksville was connected by a new rail line to Keysville and the Richmond & Danville Railroad. Together with a shift to bright-leaf or flue-cured tobacco, the new rail line reinvigorated the town's tobacco-based economy which had declined severely during the War. A huge fire in 1893 destroyed much of downtown Clarksville. With the damming of the Roanoke River and the creation of the John Kerr Reservoir in the 1950s, a portion of Clarksville was inundated though it did become the only town located on the new, massive body of water; tourism and recreational activities associated with the lake now play an important role in the Clarksville economy.

Clarksville Historic District (VDHR 191-0121)

The Clarksville Historic District encompasses nearly twelve acres and is listed on the National Register of Historic Places and the Virginia Landmarks Register. More than 80 architectural resources have been recorded within the Historic District. Most of the recorded structures (111) are residences ranging in date from the 18th through the 20th centuries, the most notable of which are:

- Judge Henry Wood House (VDHR 192-0060). Constructed ca. 1820, this brick house at 105 6th Street is listed on the NRHP and has been home to various individuals important to Clarksville's history, including members of Clark Royston's family. During the Civil War, this house was home to William Mahone, an antebellum railroad president, Confederate Army general and, following the Civil War, an important Virginia politician. The house is named for a later occupant, Henry Wood, who served as a captain in the Confederate Army and, after the War, became a local judge.
- Clark Royster House (VDHR 192-0071). Federal style brick residence constructed at 300 Rose Hill Avenue ca. 1840. Clarksville is named after Clark Royster, the original owner of the property on which the town was established in 1818.
- Sunnyside (VDHR 192-0002). Located west of and outside the historic district at 104 Shiny Rock Road, Sunnyside is a 25-acre estate containing an early 19th-century plantation house, outbuildings, and cemetery in addition to later 19th- and 20th-

century agricultural outbuildings. Sunnyside was owned by Tucker Carrington, a prominent local and state politician. During the Reconstruction Era, from 1871-1908, Carrington's four daughters operated the Misses Carringtons' Boarding and Day School for girls at Sunnyside. The property is listed on the National and Virginia Registers.

Four churches have also been recorded in the Clarksville Historic District:

- Clarksville Presbyterian Church (now Second Baptist Church) (VDHR 192-0014). Constructed 1832, corner of Market and Fourth Streets.
- St. Timothy's Episcopal Church (VDHR 192-0058). Framed Gothic Revival building constructed in 1910 at 111 6th Street.
- Mt. Zion Baptist Church (VDHR 192-0074). Ca. 1870 wood-framed church on Market Street
- Jamieson Memorial United Methodist Church (VDHR 192-0099). Brick Gothic Revival church constructed in 1901 at the corner of 5th and Caroline Streets.

Important commercial buildings in the historic district include:

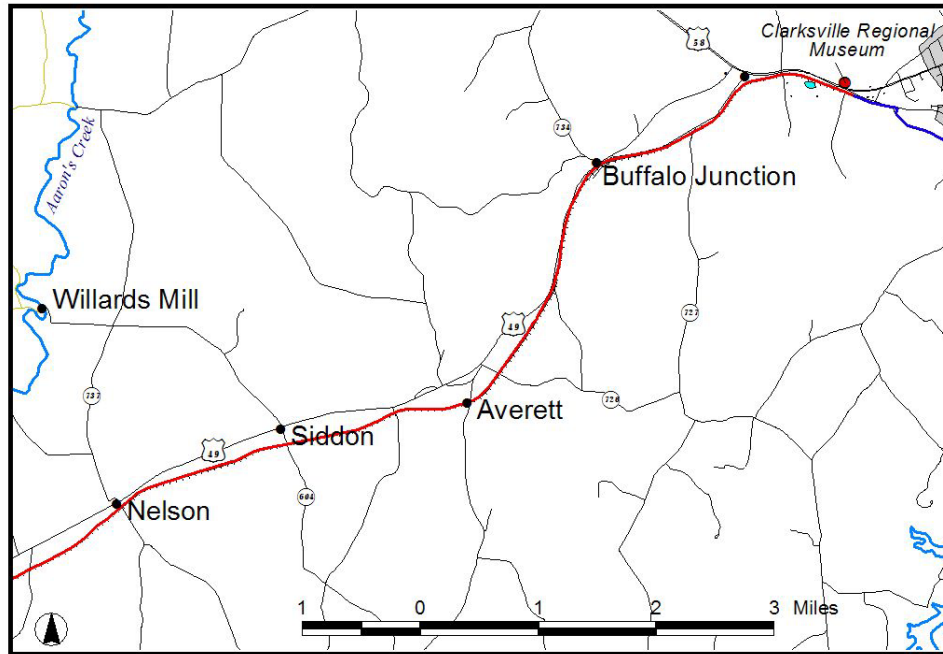
- Moss Tobacco Factory Office (VDHR 192-0110). Ca. 1890 Italianate framed building originally used as an office for the Moss Tobacco Factory. This architecturally significant structure no longer occupies its original site. The mid-19th-century Moss Tobacco Factory building was demolished by its owner in 1980, two years after its listing on the NRHP.
- Planters Warehouse (VDHR 192-0046). Ca. 1870 tobacco warehouse at 610 Virginia Avenue

The Clarksville Chamber of Commerce publishes a guide for a walking tour of the town.

Other attractions near Clarksville include:

- The Clarksville Regional Museum, 6933 U.S. Route 58 west of Clarksville. Museum contains materials and exhibits related to Native Americans, tobacco, and Buffalo Lithia Springs.
- Kinderton (VDHR 058-5023). Early 19th-century Greek Revival plantation house and outbuildings. The house was built by Abraham W. Venable, a member of the U.S. Congress and of the Confederate Congress. Kinderton was also owned by Robert H. Moss, founder of Clarksville's largest tobacco manufacturer. The plantation now is the site of the Kinderton Country Club.

Clarksville to Nelson

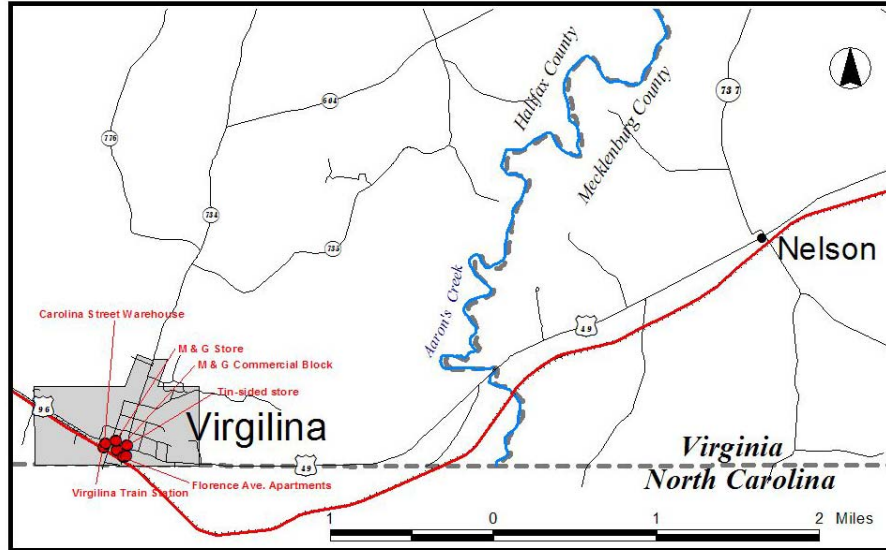


Between Clarksville and Virgilina the Tobacco Heritage Trail follows the bed of the abandoned Norfolk, Franklin, and Danville Railroad, originally the Atlantic and Danville Railroad completed in 1891. Along this route, the trail passes through the small towns of Buffalo Junction, Averett, Sidon, and Nelson, before reaching Virgilina. Buffalo Junction, Averett, Sidon, and Nelson all appear to have been stops along the late 19th-century Atlantic & Danville Railroad. Buffalo Junction is so named because from this location the A & D constructed a roughly 4-mile spur off its mail line north to Buffalo Lithia Springs, a place popular both as a resort/spa and a source of bottled “lithia water.” No recorded resources of note occur along route between Clarksville and Nelson. The VDHR site file for Buffalo Lithia Springs contains a photograph of the Buffalo Junction railroad depot; however it is unclear whether this structure is still standing.

The Buffalo Springs Historical Archaeological District (VDHR 058-0005), located on Route 58 approximately 3.5 miles west of its intersection with Route 49, is listed on the National Register of Historic Places. The mineral or lithia springs at Buffalo are mentioned in the 1728 diary kept by William Byrd, whose party camped at this location while surveying the Virginia-North Carolina border. Byrd described the spring waters as “what Adam drank in Paradise...by the help of which we perceived our appetites to mend, our slumbers to sweeten, the stream of life to run cool and peaceably in our veins, and if ever we dreamt of women they were kind.” The Buffalo Springs water is rich in lithium salts, and lithium is now known as a chemical agent useful in the treatment of bipolar disorder and as a mood-stabilizing drug. Solutions of lithium will dissolve uric acid crystals and, in line with 19th-century theories that linked a wide range of physical and mental disorders, including manic disorders, to an excess of uric acid, by the late 19th century lithia salts were a popular and common treatment for such ailments. As early as

1817, John Speed operated an ordinary and tavern at Buffalo Springs. By 1839 when Speed sold the property, the ordinary was large enough to accommodate 50 – 75 guests and plans were in place to open additional cabins as well as a dining hall capable of serving 300. The resort/spa continued to grow through the mid-19th century adding a range of recreational activities, including bowling and joisting, and was incorporated as the Buffalo Springs Company in 1852. By 1885, Buffalo Springs water was being bottled and distributed nationally and in Europe. Construction of the spur line from the Atlantic & Danville Railroad at Buffalo Junction in 1890 made the Springs more accessible to guests and its bottled water more easily transported for sale. Around the turn of the century, a bottling plant was established at Buffalo Springs. In addition to the economic benefits brought to Mecklenburg County, the Springs served as important place for local gathering and socializing through the first several decades of the 20th century. The changing and challenging economic conditions of Depression and, subsequently, World War II together with the growing popularity of manufactured medicines all are evoked as causes for demise of the Buffalo Springs enterprise. Construction of the Kerr Reservoir in the late 1940s also had an effect upon the dwindling resort, with the government buying some of the property and most of the buildings being dismantled and removed to new locations. Although most of the site remains above the level of the reservoir, portions of it are inundated during periods of high water.

Nelson to Virgilina



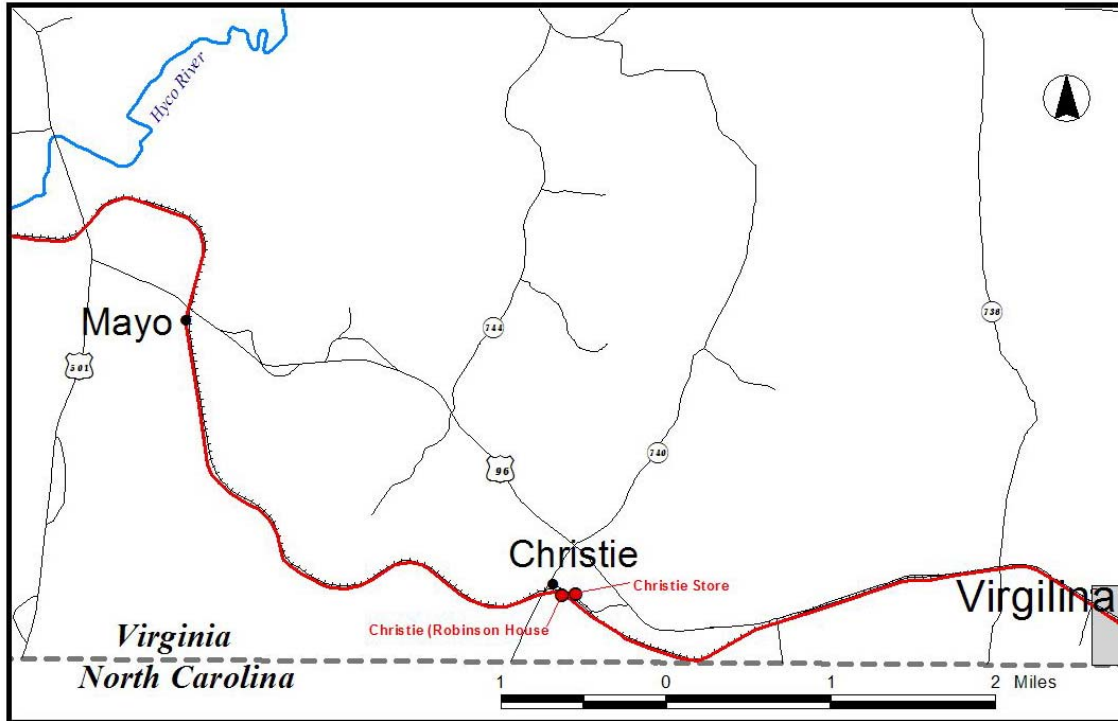
No recorded historic resources are located in proximity to the THT/abandoned A & D Railroad west of Nelson until Virgilina is reached.

Virgilina

According to Goodwin and Associates (Historical Monograph, Black Walnut Plantation Historic District), Virgilina dates to the 1890s and the opening of nearby copper and coal mines. The presence of the Atlantic and Danville Railroad after 1891 probably was also a factor in the town's formation and location. Seven architectural resources have been recorded in Virgilina.

- *Carolina Street Warehouse (VDHR 318-5001)*
- *Tin-sided Store (VDHR 318-5002)*. Located at 8067 Florence Avenue.
- *Store (VDHR 31-5003)*. Located at 8083 Florence Avenue.
- *Florence Avenue Apartments (VDHR 318-5004)*. A large, two-story, timber-framed apartment building constructed around 1930 on Caroline Avenue in Virgilina's main business district at 8085 Florence Avenue.
- *M & G Commercial Block (VDHR 318-5005)*. At 1154 7th Street.
- *M & G Store (VDHR 318-5006)*. On 7th Street.
- *Virgilina Train Station (VDHR 318-5007)*. A one-story, timber-framed, combination passenger/freight depot constructed ca. 1930.

Virgilina to Mayo

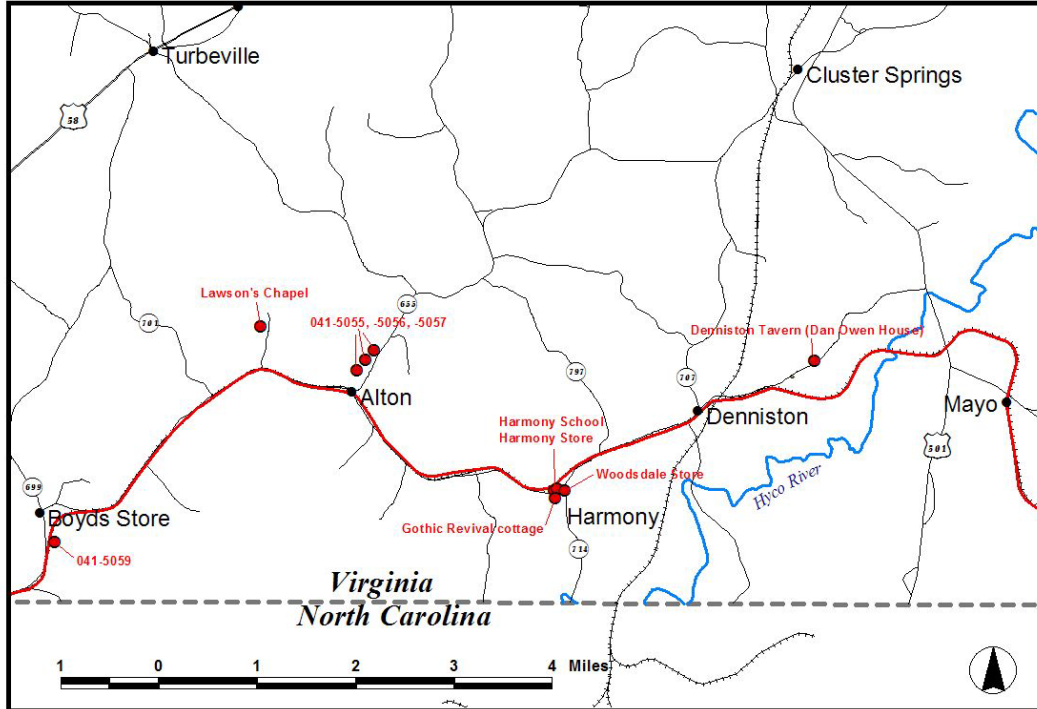


No recorded resources exist along the THT west of Virgilina until Christie, a former rail stop and post office along the A & D Railroad. Two architectural resources are recorded in Christie:

- *Robinson House/Christie* (VDHR 041-5275). Constructed in 1890 by Methodist minister Caleb Robinson, this two-story framed dwelling with Greek Revival porch was named for the Robinson's daughter, Christie-Ana. Robinson once owned 17,000 acres here. A Methodist church, still marked by a double chimney, once stood on the property and a railroad depot, feed store, and post office were located across the road (Route 862).
- *Christie General Store* (VDHR 041-5281). Two-story framed store constructed ca. 1891 by John R. Franklin. Caleb Robinson acquired the store around 1895 and it was later operated by his daughter. The Sappony Indian Tribe considers the Christie Store to be part of their cultural identity and is an important symbol of their community. For more than 200 years, Sappony have lived and owned property in the surrounding High Plains region of Virginia and North Carolina and were long dependent upon tobacco farming as were rural residents through the region. According to local Sappony oral history, the owner of Christie Store was unique regionally in that he provided credit to farming tribe members, allowing them to economically weather otherwise severe segregationist and discriminatory practices common to the region. In addition, the store served as a gathering place for Sappony. Christie General Store is considered eligible for listing on the National Register.

No recorded resources of note exist between Christie and the small town/rail depot of Mayo.

Mayo to Boyds Store



Denniston Tavern (Dan Owen House) (VDHR 041-0011).

Located on Route 711 approximately 0.5 miles northeast of the THT. This frame building reportedly was constructed ca. 1770.

Harmony School (VDHR 041-5051)

This structure is a rare southern Virginia example of a rural, early 20th century (ca. 1920) public school.

Harmony Store and Tobacco Barn (VDHR 041-5052)

Early 20th-century framed general store with a portico on the front covering gas pumps. A log tobacco barn covered with board and batten siding is located behind the store. The complex represents the importance of the store owner's effort to provide income for himself through curing tobacco and the need to provide a place to cure tobacco for those local farmers who either did not have a tobacco barn or did not produce enough tobacco to warrant their own barn.

Woodside Store (VDHR 041-5053)

Another early 20th-century rural store. Many small crossroad towns had more than one general store to serve the surrounding rural population. Located at the intersection of Woodside Road (Route 714) and Harmony Road (Route 711).

Gothic Revival Cottage (VDHR 041-5054)

Small, late 19th-century (ca. 1890), Gothic Revival cottage located at 2189 Harmony Road (Route 711).

Alton Area

Three late 19th-century log dwellings (VDHR 041-5055, -5056, -5057) are located along Route 655 approximately 0.5 miles north of Alton. Several log tobacco barns are associated with these houses.

Lawson's Chapel (VDHR 041-5060)

Abandoned, late 19th-century, Classical Revival church located at 1092 St. Marks Church Road (Route 788) approximately 0.4 miles north of the THT.

VDHR 041-5059

This abandoned late 19th-century Gothic Revival farm house with two log tobacco barns is located immediately east of the THT near Boyd's Store.

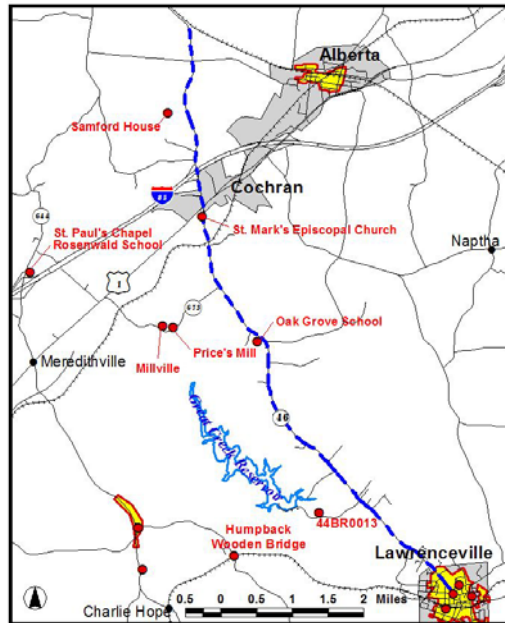
Cluster Springs Area

Located approximately 3.5 miles north of Denniston and the THT, Cluster Springs was, since at least the early 19th century, the site of a tavern and an overnight stage stop. Stables at Cluster Springs reportedly held 100 horses for changing stage teams and for leasing to guests. The community formed around a group of fourteen springs, two of which issued calcium lithia and sulphur water long valued for their medicinal properties. A resort hotel was constructed there in the 19th century. The community and resort languished after the Civil War, but revived somewhat around the Cluster Springs Boys School, later the Cluster Springs Academy, established in the former resort. The resort/academy buildings no longer survive and most of the springs are now submerged beneath a lake. A number of late 18th – century and 19th-century plantations are located near Cluster Springs, including Woodhaven, Traynham, Elwood, Sunnyview, and Oak Grove.

Turbeville/Danripple Area

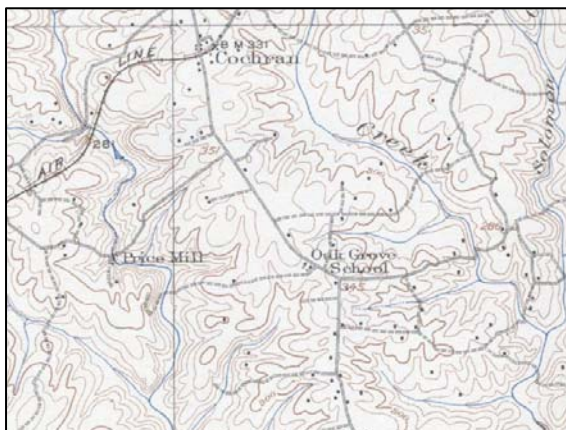
Like Cluster Springs, the Danripple area, originally known as Bloomsburg, was along an early stage route from South Boston to North Carolina. The area is known for a number of 18th- and 19th-century buildings including Bloomsburg Plantation, Wiley's Tavern Archaeological Site, Red Hill Plantation, Lynwood Plantation, and the Olive Branch Methodist Church.

Lawrenceville to Alberta (along Route 46)



Oak Grove School

Located on Route 46 (historic Lawyer's Road) approximately halfway between Lawrenceville and Alberta, Oak Grove School is not a VDHR-recorded resource; whether the school building still stands is not known. Neale (1975:151) mentions an early 19th-century school at Oak Grove, however it is not clear whether this is the same building. By the early 20th century there also existed in Brunswick County an "Oak Grove Colored School" with the old one-room and new two-room school buildings shown in the photograph below. Oak Grove School, with a church adjacent, also appears in this location on the 1921 USGS 7.5-minute series Lawrenceville quadrangle.



Detail of 1921 USGS 7.5-minute series Lawrenceville, Virginia quadrangle showing Oak Grove School.



"Old Negro school showing new school in rear. Oak Grove," Brunswick County, Virginia. Negative #0034, Jackson Davis Portfolio, Albert and Shirley Small Special Collections Library, University of Virginia.

Millville (VDHR 012-0023, 44BR0030) and Price's Mill (44BR0010, 44BR0011)

Located along Route 763 on the headwaters of Great Creek approximately 1.2 miles east of State Route 46 and the THT, Millville is the site of a late 18th- early 19th-century plantation house reported as abandoned and vandalized in 1981. According to Neale (1975:114), Millville's intricate interior woodwork was executed by Freeman Rivers, a free African-American carpenter. Millville also reportedly served as a major regional slave auction site (Neale 1975:195). A short distance east of the house site along Great Creek are the remains of a 19th-century mill and millrace (44BR0010) known as Price's Mill after the property's late 19th-century owner (see above image of 1921 USGS map). The location is labeled "Lewis Mill" on the 1864 Gilmer map of Brunswick County. A nearby house (44BR0011) probably was associated with the 19th-century mill complex.

St. Mark's Episcopal Church (VDHR 012-0081)

This early 20th-century church is located near the intersection of State Route 46 and U.S. Route 1 (the old Boydton-Petersburg Plank Road), approximately 0.5 miles southwest of Cochran. The brick church building was constructed in 1916 and is flanked by a cemetery.

Samford House (VDHR 012-0059)

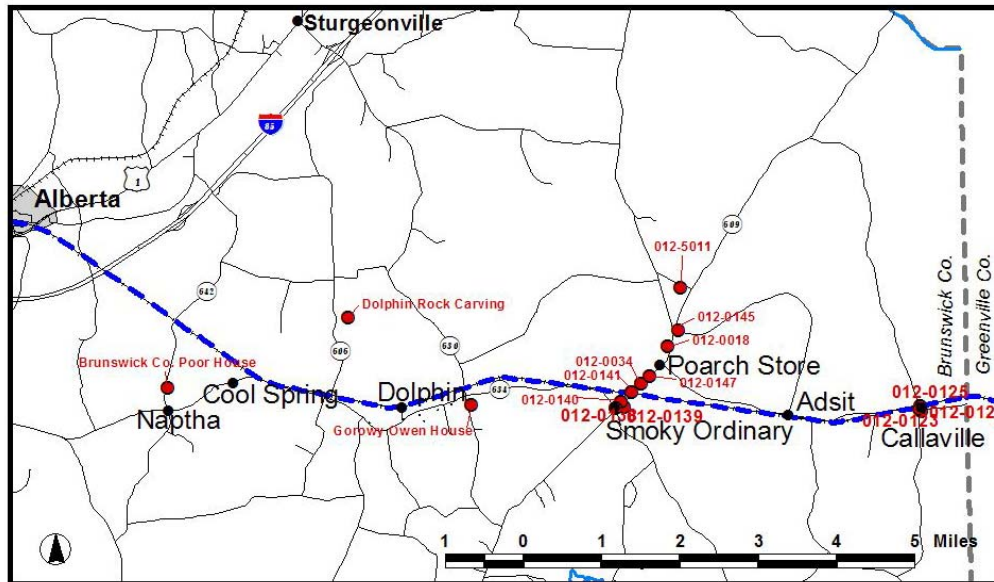
An early 19th-century vernacular, timber-framed farmhouse located 0.4 miles west of State Route 46 and the THT.

St. Paul's Chapel Rosenwald School (VDHR 012-5010)

Located just north of the intersection of U.S. 85 and Route 644 (approximately 2.5 miles west of this section of the THT), this one-room, one-teacher, timber-framed school was constructed in 1920 with a combination of private African-American funds, public support and resources, and monies from Rosenwald. The school dates to the early years of the Rosenwald program of school construction, before the movement adopted standardized architectural plans. The St. Paul's Chapel Rosenwald School is listed on both the National and State Registers of Historic Places.

Greenville County Line/Callaville to Alberta

This section of the THT follows the bed of the abandoned Virginian Railroad, constructed between 1905 and 1907 for the primary purpose of transporting West Virginian coal to Norfolk (Neale 1975:250).



Callaville

Located just west of the Brunswick-Greenville County line, Callaville probably dates to the early 20th-century construction of the Virginian Railroad, however Civil War-era maps show several buildings at this location at the crossroads of the east-west Poplar Mt. Road (leading west to Smokey Ordinary) and an unnamed road leading north to New Hope Church. Two houses, one dated to 1880 (VDHR 012-0123) and the other to 1930 (VDHR 012-0123), have been recorded in Callaville along with a wooden trestle bridge of unknown age (VDHR 012-0125) over the rail line. Emmanuel Episcopal Church and cemetery (not a DHR-recorded resource) is located approximately 0.5 miles west of Callaville at the intersection of Routes 608 and 748.

Smokey Ordinary

Smokey Ordinary is a crossroad community at the intersection of Route 712 (historic Lawrenceville Stage Road) and Route 644 (historic Reedy Creek Road and Liberty Road). Nine architectural resources have been recorded along Route 712 north of its intersection with Route 644. These include:

- The late 18th-century Federal-style Old Howell House (VDHR 012-0018).
- A one-story, framed, late 18th-century outbuilding (possibly a kitchen/slave quarters) believed to have been associated with the original Smokey Ordinary (VDHR 012-0034). The structure has been deemed potentially eligible for NRHP-listing.
- Jeff's Grocery, an early 20th-century two-story commercial building (VDHR 012-138).
- Raney Farm (VDHR 012-0139), an early 20th-century vernacular farmhouse with a large number of surviving outbuildings, including six tobacco barns; potentially eligible for NRHP-listing.

- Raney Cemetery (VDHR 012-0147), containing grave stones ranging in date from the mid-19th through late 20th centuries.
- Whitt House (VDHR 012-0141), a Late Victorian framed house deemed potentially eligible for inclusion on the NRHP.
- Mount Carmel Methodist Church and cemetery (VDHR 012-5011), a mid-19th-century, one-story, temple-form church substantially remodeled in the mid-20th-century. Apparently not in use since 1975. The grounds and cemetery were reported as periodically maintained in 2001 with the building suffering from severe neglect.
- Two early 20th-century houses (VDHR 012-0140, 012-0145)

Dolphin

- Goronwy Owen House (VDHR 012-0071). Small (one-room), framed house reportedly constructed ca. 1760. Owen was (and is) a highly regarded Welsh poet who emigrated to Virginia in the mid-18th century, first to serve as Master in the Grammar School at William and Mary. In 1760, Owen became the minister to St. Andrew's Parish, which at the time included all land north of the Meherrin River in modern-day Brunswick and Greenville Counties. Owen died in 1769 and is buried nearby.
- Dolphin Rock Carving (VDHR 012-0094, 44BR0073). Mysterious symbols of unknown age carved into an exposed granite slab near Lloyd's Run. Illustrated in Neale (1975, between pp.150-151, see also Neale's appendix "The Carved Rocks of Brunswick County").

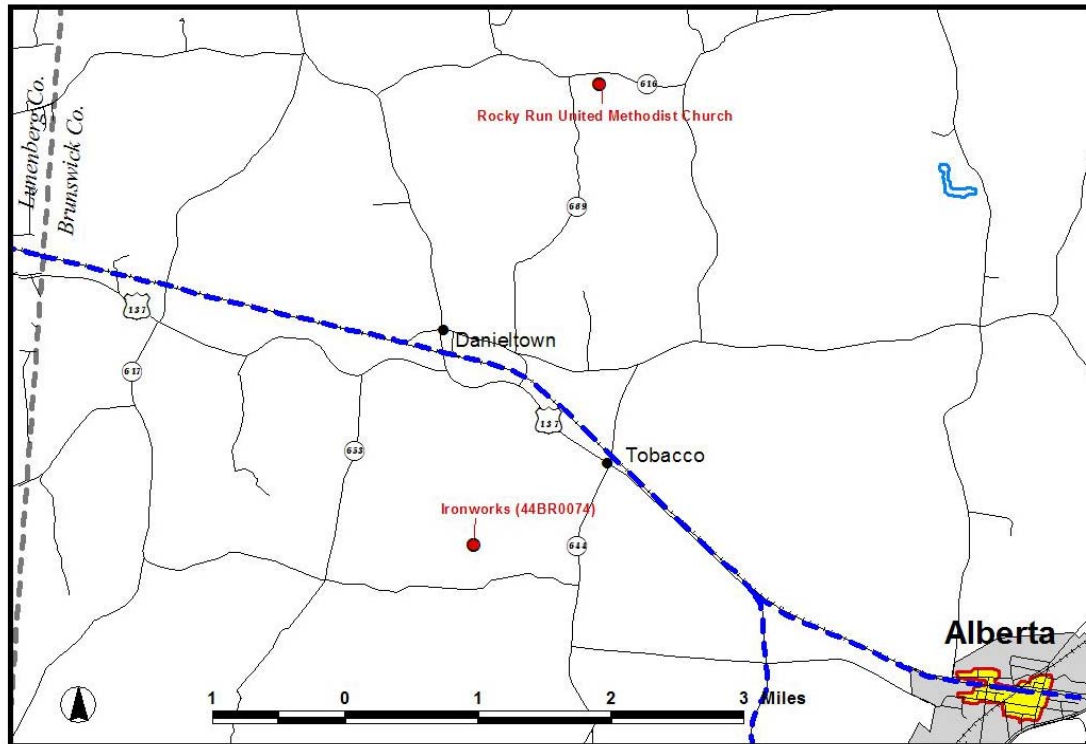
Poor House Buildings 1, 2, and 3 (VDHR 012-0086, -0095, -0103)

Constructed around 1830 according to the DHR site form, the Brunswick County Poor House Complex is located on Route 642 approximately 0.3 miles north of the small town of Naptha and 0.8 miles south of the THT. The complex consists of three buildings: a two-story residence (012-0103), a detached kitchen (012-0086), and a hospital (012-0095). It is not known whether these buildings, recorded in 1976, still survive. According to Neale (1975:229), "Poor House Farm" was built during the Reconstruction period following the Civil War; however the "County Poor House" already appears in this location on the 1864 Gilmer map of the county suggesting that it predates the War.

Alberta Historic District (VDHR 012-5045)

The town of Alberta is sited at the crossing of the early 20th-century Virginian and Seaboard Railroads. In the mid-19th century, prior to the coming of the railroads, the town was known as Burntville and occupied the junction of the major Boydton-Petersburg Plank Road (modern U.S. Route 1) and Liberty Road (modern Route 643). The approximately 9-acre historic district encompassing the railroad crossing contains a number of early- to late-20th-century buildings including a bank, various commercial structures, an early tobacco flue shop, a building that once served as a livery, several churches, and a number of private residences. The historic district has been deemed ineligible for National Register listing.

Alberta to Brunswick/Lunenburg County Line



Tobacco

No recorded resources exist in this small former train stop and post office. The town is known as the site of Brunswick County's (and Virginia's) last lynching (Neale 1975:259-60).

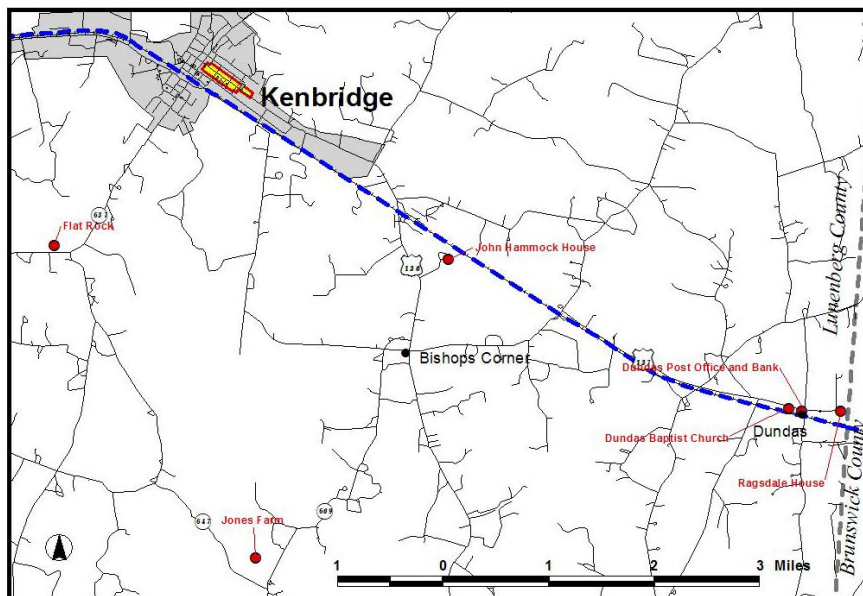
Late 19th-century Ironworks (VDHR 44BR0074)

This scantily recorded archaeological site is located approximately 1.2 miles southwest of the small town of Tobacco.

Rocky Run United Methodist Church (VDHR 012-0029)

This mid-19th-century Greek Revival church is located at the intersection of Routes 616 and 689 approximately 2.4 miles northeast of the small town of Danielstown. A cemetery, which includes a spatially segregated burial ground for slaves, survives on the church grounds. The church building reportedly once contained a balcony where slaves were allowed to worship. The site is listed on the National and State Registers of Historic Places.

Dundas to Kenbridge



Dundas

An early 20th-century town along the Virginian Railroad. Recorded resources in the town include:

- Ragsdale House (VDHR 055-5125). Located at the end of Easy Street Ragsdale House is a late-19th-century Victorian farmhouse. An earlier slave quarter exists on the property, as do several other small outbuildings.
- Dundas Post Office and Bank (VDHR 055-5127). An early 20th-century (1917) brick building in the center of Dundas that formerly housed the post office and the Bank of Dundas.
- Dundas Baptist Church (VDHR 055-5128). This Late Gothic Revival timber-framed church was constructed in 1916.

John Hammock House (VDHR 055-5093)

Located off of South Hill Road (Route 138), the earliest section of this house is thought to date to ca 1748, making it perhaps the oldest standing dwelling in Lunenburg County. John Hammock was an early settler in the region and appears on the earliest list of tithes for Lunenburg County. The property is considered eligible for listing on the National Register.

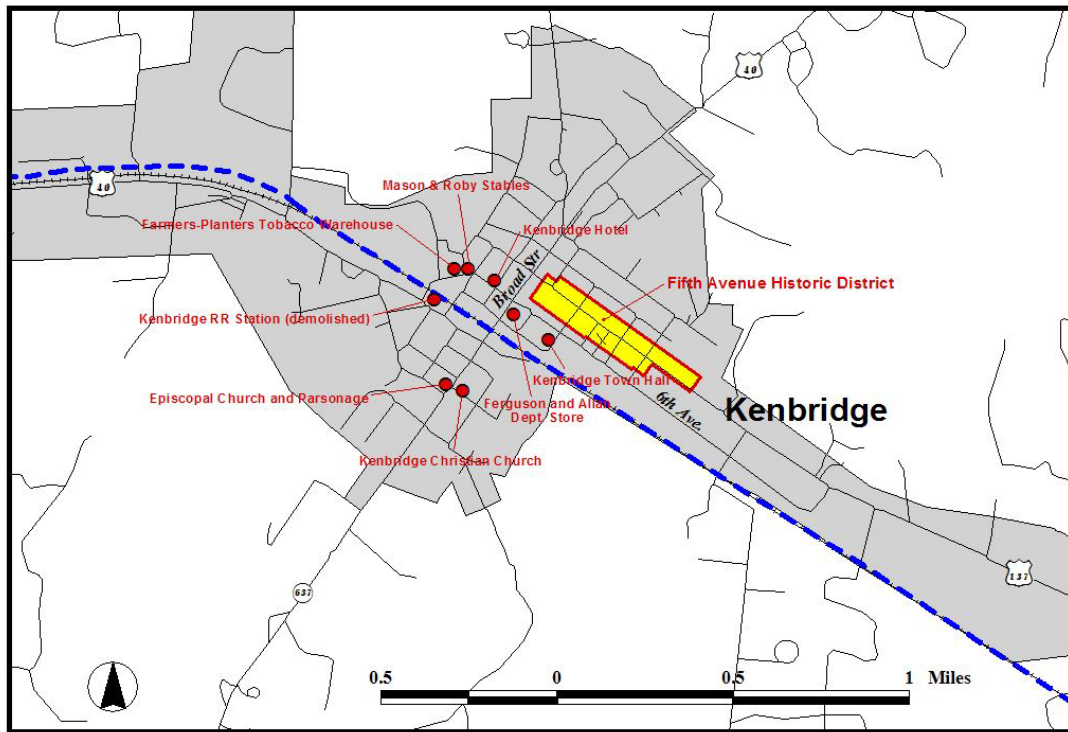
Jones Farm (VDHR 055-0182)

A mid-19th-century tobacco farm located along Route 609 approximately 3.5 miles southwest of the THT. Numerous outbuildings and dependencies, including 5 tobacco barns, survive on the grounds of this NRHP-listed property.

Flat Rock (VDHR 055-0003)

An early 19th-century timber-framed farmhouse listed on the NRHP and located near the intersection of Routes 637 and 655 approximately 2 miles southwest of the town of Kenbridge.

Kenbridge



Fifth Avenue Historic District (VDHR 247-0001)

A five-block residential district along both sides of Fifth Avenue (originally Cox's Road) between Broad and Maple Streets in Kenbridge. East of town, Fifth Avenue becomes Route 138 (South Hill Road). The historic district contains the earliest dwellings in Kenbridge built for some of the town's most prominent citizens. Kenbridge began around 1890 with the establishment of a post office but did not grow substantially until construction of the Virginian Railroad through the town in 1906. The town was incorporated two years later. The first tobacco warehouses were constructed in Kenbridge around 1910 and town soon ranked fourth in tobacco sales in Virginia. Late 19th- and early 20th-century architectural styles represented among the thirty-nine large, broad-lawned residences within the historic district include Queen Anne, Colonial Revival, Classical Revival, Bungalow/Craftsman, and Art Deco. Non-residential buildings within the historic district include Kenbridge High School (0002), Harris Hospital (0003), and Kenbridge Baptist Church (0008). The Fifth Avenue Historic District is listed on the National and State Registers of Historic Places.

Farmers-Planters Tobacco Warehouse (VDHR 247-0003)

Located at 400 W. Sixth Avenue, this brick tobacco warehouse was constructed around 1915.

Mason & Roby Mule Stables (VDHR 247-5004)

This corrugated metal stable building was constructed in 1915 at 300 W. Sixth Avenue, a street of commercial warehouses.

Kenbridge Hotel (VDHR 247-5005)

This two-and-a-half story Colonial Revival hotel was constructed around 1915 at 200 W. Sixth Avenue.

Ferguson & Allan Department Store (VDHR 247-0007)

Classical Revival commercial building constructed around 1910 at 201 S. Broad Street.

St. Paul's Episcopal Church (VDHR 247-0009) and Parsonage (VDHR 247-0019)

The timber-framed parsonage reportedly was constructed around 1870. The Late Gothic Revival Church was constructed in 1917 using bricks from the dismantled Old St. Paul's Church near Victoria.

Kenbridge Town Hall (VDHR 247-5008)

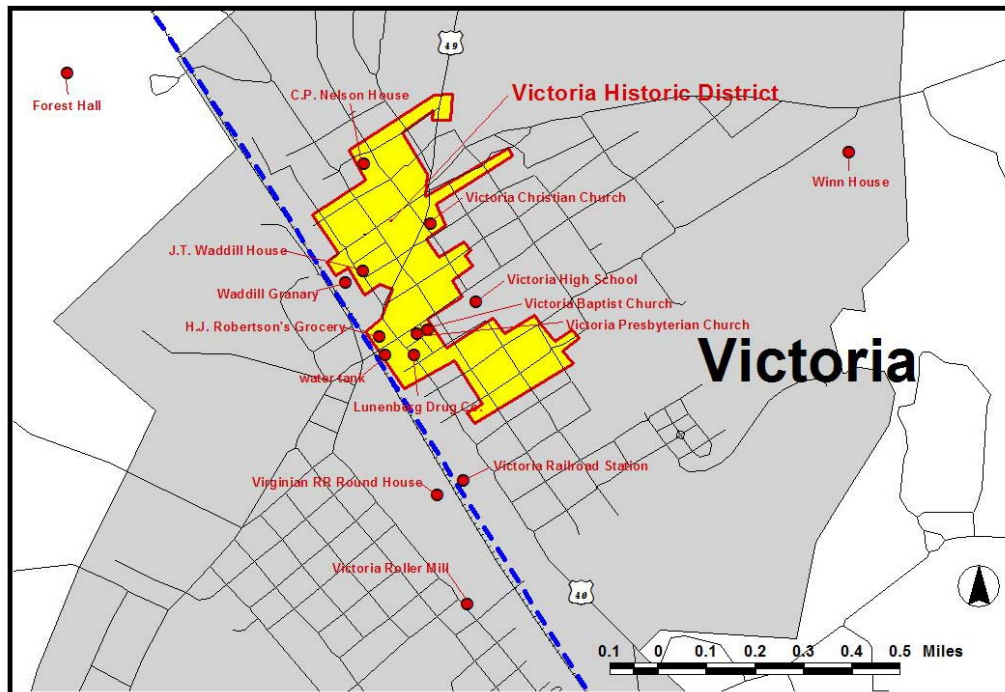
Originally the Kenbridge Baptist Church, this brick building at 116 E. Sixth Avenue was constructed in 1913.

Kenbridge Christian Church (VDHR 247-5010)

This Classical Revival church was constructed in 1927, replacing the original church built fifteen years earlier on Sixth Avenue.

Victoria

No historic resources have been recorded in proximity to the planned THT route along the abandoned Virginian Railroad line between Kenbridge and Victoria.



Victoria Historic District (VDHR 317-5001)

The origins of the town of Victoria are directly tied to the coming of the Virginian Railroad in 1906. Prior to this date, the area was farm- and woodland. Several land development companies purchased and divided the property that was to become Victoria in 1906 and 1907. The town served as a divisional headquarters for the Virginian Railroad and by 1911 boasted a combination station and freight house, divisional railroad offices, an oil house, and a 50,000-gallon water tank. In 1959, the Virginian Railroad merged with the Norfolk & Western (which was to become Norfolk Southern) and the service yard in Victoria was decommissioned and dismantled. Soon after, Victoria lost its depot, as did the towns of Kenbridge and Dundas to the east. The Victoria Historic District, deemed eligible for listing on the State and National Registers, contains numerous residential, commercial, and public buildings constructed during the town's boom years and that reflect Victoria's role in the regional rail transportation network of the first half of the 20th century. Among the structures in the district are three early 20th-century churches, various commercial buildings, railroad-related structures, and a public high school:

- Victoria Baptist Church (VDHR 317-0001). Classical Revival style church constructed at 1423 8th Street in 1923.
- Victoria Christian Church (VDHR 317-0002). Another Classical Revival church constructed at 2100 Nottoway Boulevard in 1924.
- Victoria Presbyterian Church (VDHR 317-0004). A Gothic Revival church constructed in 1913 at 1419 8th Street.

- Waddill Granary (VDHR 317-0006). This late 19th-century (ca. 1870) wood-framed granary on stone piers predates the foundation of Victoria and belonged to the Waddill Farm complex that occupied the area.
- James T. Waddill House (VDHR 317-0007). This Greek Revival farmhouse constructed around 1870 by James T. Waddill is located along modern 10th Street. Waddill owned and farmed the land upon which Victoria was founded.
- Virginian Railroad Company Water Tower (VDHR 317-0010). Constructed around 1911, this approximately 40-foot-tall, 50,000-gallon metal water tower served the Virginian Railroad's steam engines. The demolished railroad roundhouse reported was located adjacent to the water tower.
- Victoria High School (VDHR 317-0012). Located at the corner of 8th Street and Lee Avenue, this brick Classical Revival public high school was built in 1922 to serve the white students of Victoria. The building has intact and unique systems for ventilation and natural lighting. The structure is listed on the National and State Registers.
- C. P. Nelson House (VDHR 317-5003). Located at 2301 Lee Avenue, this Bungalow/Craftsman-style home was constructed in 1909
- H. R. Robinson Grocery Store (VDHR 317-5004). A two-story, brick commercial building constructed in downtown Victoria at 1909 Main Street around 1909.
- Lunenburg Drug Company (VDHR 317-5009). Another two-story, brick commercial building in downtown Victoria constructed in the early years of the town.

Notable historic resources outside of the historic district and further afield from Victoria include:

Victoria Railroad Station (VDHR 317-0009)

Timber-framed depot constructed around 1906 for the Virginian Railroad.

Virginian Railroad Round House (VDHR 317-0011)

Now demolished, this important element of the railroad's Victoria regional headwaters was located across the train tracks from the station.

Victoria Roller Mill (VDHR 317-5002)

An early 20th-century (ca. 1924), three-story framed flour mill at 1102 Tidewater Avenue.

Winn House (VDHR 055-0101)

The historic Winn House is a late 18th-century Georgian-style farmhouse with a range of late 19th- and early 20th-century outbuildings.

Forest Hall (VDHR 055-0106)

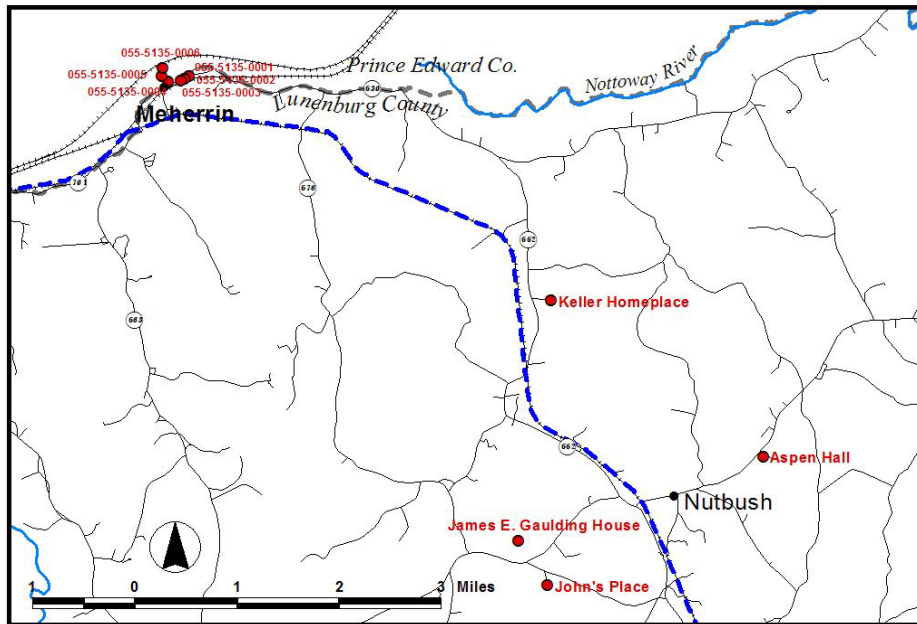
Forest Hall is a late 18th-century plantation house with detached kitchen.

Lunenburg Court House Historic District (VDHR 055-0105)

Lunenburg Court House, the seat of Lunenburg since the county's formation in 1787, is located approximately 3 miles southwest of Victoria along Route 40. The Court House Historic District contains a range of early 19th-century public and private buildings. The district is a Virginia Historic Landmark and is listed on the National Register of Historic Places.

Victoria to Meherrin

No resources of note are recorded along the THT west of Victoria until the Nutbush locale.



Nutbush Area

Nutbush was sited at the intersection of King's Road or Highway (modern Route 626), an early road that ran through the county and into North Carolina, and Court House Road (Routes 670, 680) leading to the county seat to the southeast. Historic resources of note in the vicinity of Nutbush include:

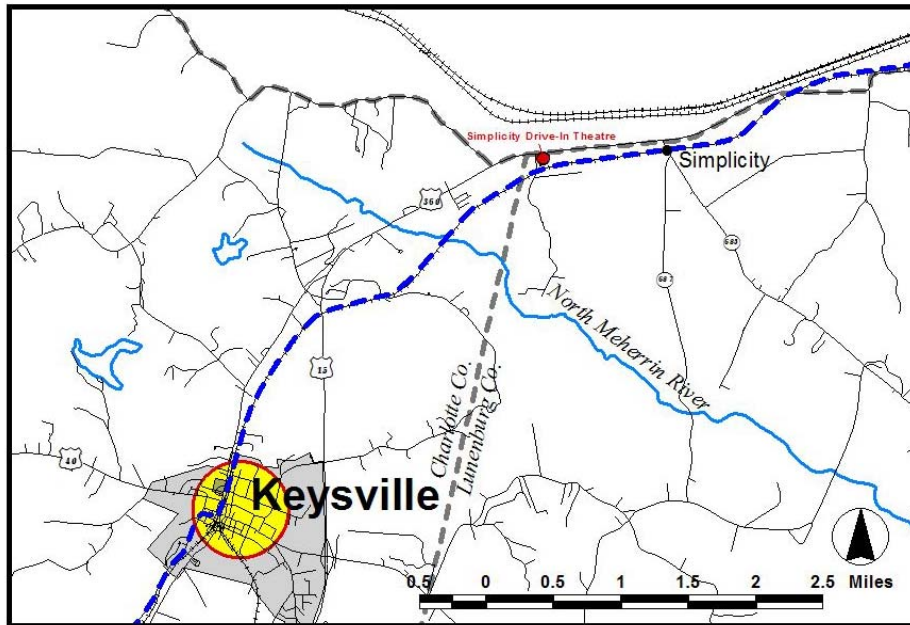
- *Aspen Hall* (VDHR 055-0026). The earliest part of this house reportedly built by the Huguenot Count DeLeau as a tavern along King's Road around 1700.
- *John's Place* (VDHR 055-0054). A 19th-century plantation house with tobacco barns and other other outbuildings as well as a cemetery with stones inscribed with the surnames of various local residents and landowners.
- *James E. Gaulding House* (VDHR 055-0065). Constructed around 1800 by James E. Gaulding, this Early Republic style home is surrounded by a wide variety of 19th- and early 20th-century outbuildings. The property is considered eligible for listing on the NRHP.
- *Keller Homeplace* (VDHR 055-0127). The property is an early/mid-19th-century residence with Greek Revival style influences, and is considered eligible for NRHP listing. Various outbuildings and a cemetery surround the main residence.

Meherrin

The small town of Meherrin is located in extreme northern Lunenburg County on the headwaters of the Nottoway River. The town is the site of the early 19th-century Moore's Ordinary and mid-19th century Meherrin Depot on the Richmond and Danville Railroad.

Various late 19th- and early 20th-century structures have been recorded here including two houses (VDHR 055-5135-0001 and –0006), two stores (VDHR 055-5135-0002 and –0004), a ca. 1920 gas station (VDHR 055-5135-0003), and the Meherrin United Methodist Church (VDHR 055-5135-0005) constructed around 1865.

Meherrin to Keyville

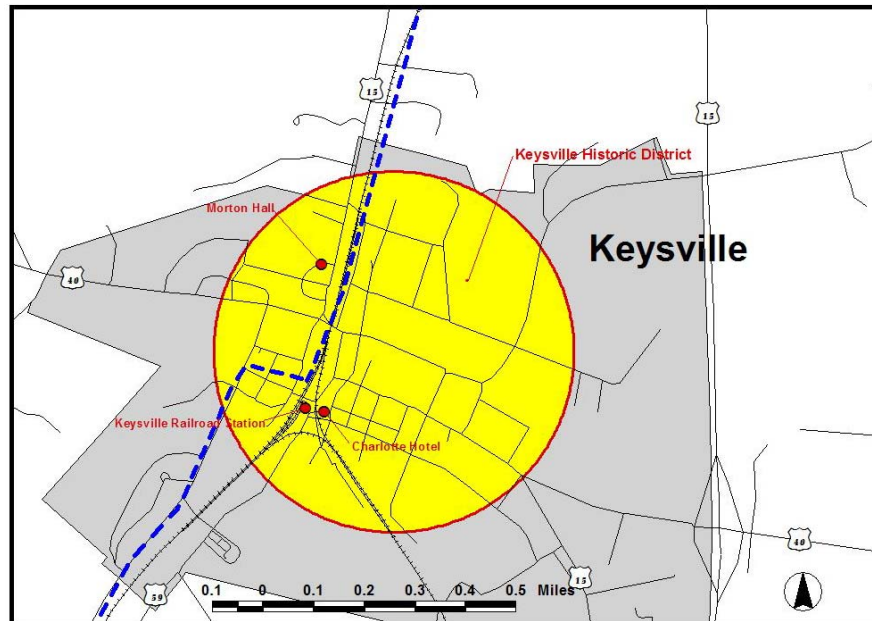


Only one recorded resource of note exists in the vicinity of the THT between Meherrin and Keyville:

Simplicity Drive-In Theatre (VDHR 055-5058)

This ca. 1945 structure is the last surviving drive-in theatre in Lunenburg County and one of less than 800 that survive nation-wide.

Keysville



Keysville Historic District (VDHR 248-5001)

Keysville is located on the Richmond and Danville Railroad, constructed in the 1850s, and King's Road or Highway (modern Route 15/Route 360), a major regional roadway dating to the mid-18th-century. In the first decade of the 19th century, John Key operated a tavern and stage relay station on his property along King's Road and within twenty years the location had become known as Keysville. The Richmond & Danville Railroad, completed in the decade preceding the Civil War, was destroyed by Union troops during the War along with the Keysville depot. The town rebuilt quickly after the War, adding two new hotels and new residential and commercial lots before incorporating in 1887. In the decades following the war, the Richmond & Mecklenburg Railroad was constructed through the town, providing Clarksville to the south with a rail connection to Richmond & Danville line. The NRHP-eligible Keysville Historic District contains a wide variety of primarily late 19th- and early 20th-century architectural resources including residences, commercial and rail-related structures, and public buildings. Notable among these properties are:

- Keysville Railroad Station (VDHR 248-0001). A well-preserved example of an early 20th-century railroad station, the Keysville Station was constructed in 1915 and is eligible for inclusion on the NRHP.
- Charlotte Hotel (VDHR 248-5001-0001). Constructed around 1907, the Charlotte is a large, two-story frame building in the Queen Anne style. The hotel was converted to efficiency apartments following the demise of passenger rail travel through Keysville in the mid-20th century.
- Morton Hall (VDHR 248-5002). Constructed around 1894, this large Queen Anne style house was constructed by Keysville Mayor Jacob W. Morton following the destruction by fire of an earlier house on this site.

Keysville Vicinity

Other notable historic resources located not far from Keysville include:

Bluestone-Harmony Academy (VDHR 016-5167)

This former school occupies a 100-acre tract approximately 1.5 miles west of Keysville on Route 688. The Bluestone Harmony Academic and Industrial School was founded in 1898 by an association of African-American Baptist churches as a private boarding school. Financial support for the school came from the churches in the Bluestone Association and student tuition, as well as from the monies earned by the roughly 100 cultivated acres owned by the school. The school received its first State charter in 1899-1900. The boarding school grew substantially after World War I, and many of the surviving buildings date to this period. The school was closed in 1950. The property is considered eligible for the NRHP.

Watkins House or Crymes Place (VDHR 19-5168)

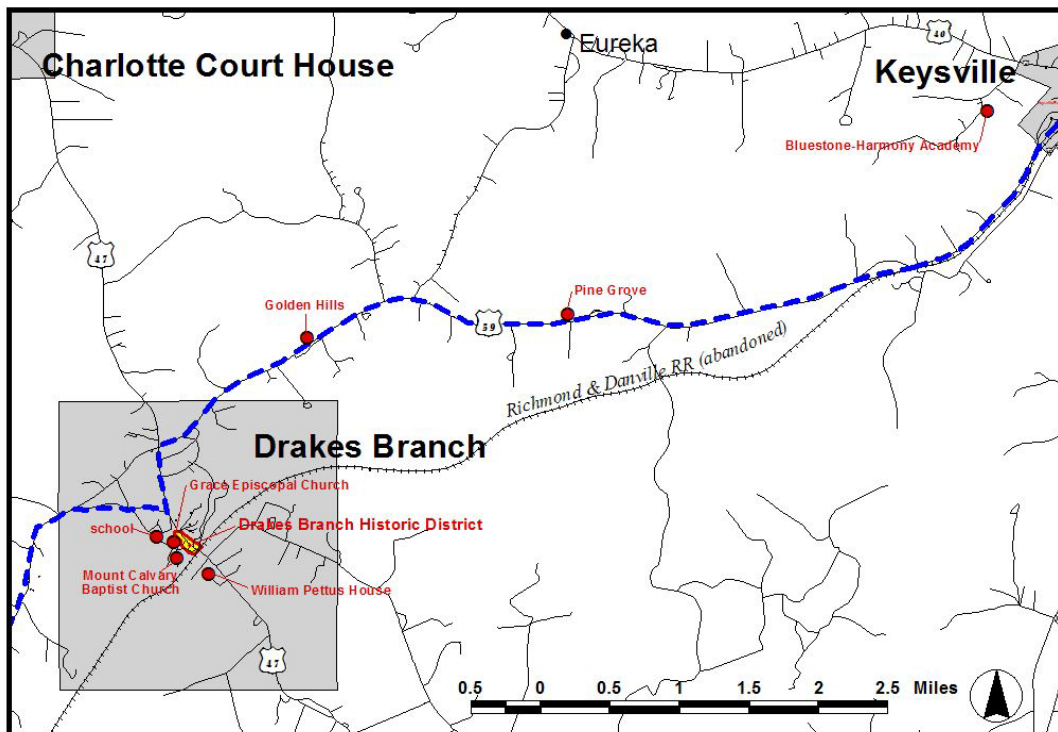
Located approximately 3 miles northwest of Keysville on Route 652, is a transitional Federal-Greek Revival plantation house constructed in the 1840. Various late 19th- through mid-20th-century outbuildings surround the main house. The house was built by William Benjamin Watkins, a grandson of one of the area's earliest settlers, a military officer and prominent citizen of Charlotte County, and brief member of the Virginia General Assembly. Watkins is best known locally for having formed a very early (1820s) County school board. Watkins also served as a Charlotte County magistrate and Overseer of the Poor. The Watkins House is listed on the State and National Registers.

Maple Roads (019-0057)

This early 19th-century plantation house is located approximately 1 mile southwest of Watkins House on Route 653. Maple Roads, a Federal style brick house, was constructed around 1815 by John D. Richardson, a large landowner who also operated a mill and served in the House of Delegates. A two-story detached kitchen and a row of slave quarters reportedly once stood east of the main house. The property is listed on the State and National Registers.

Keysville to Drakes Branch

The THT follows Route 59 between Keysville and Drakes Branch.



Pine Grove (VDHR 019-0026)

Located on Route 59 approximately 1.1 miles east of its intersection with Route 654, Pine Grove is a 2½-story, framed, Greek Revival plantation house constructed around 1825 perhaps by Quin and William Morton, early licensed merchants in the region. A small, three-room cabin stands behind the main house.

Golden Hills (VDHR 019-0044)

Golden Hills is located just north of Route 59 approximately one mile west of its intersection with Route 654. The original Golden Hills plantation house was built around 1744, by Thomas Bouldin, one of the region's first Euro-American settlers. Construction of the current one-and-a-half-story frame house was begun in the early 19th century and was completed in 1854. The earlier house, which is no longer standing, was used as a sleeping quarters for a boys academy that was operated briefly at Golden Hills in the decade prior to the Civil War.

Drakes Branch

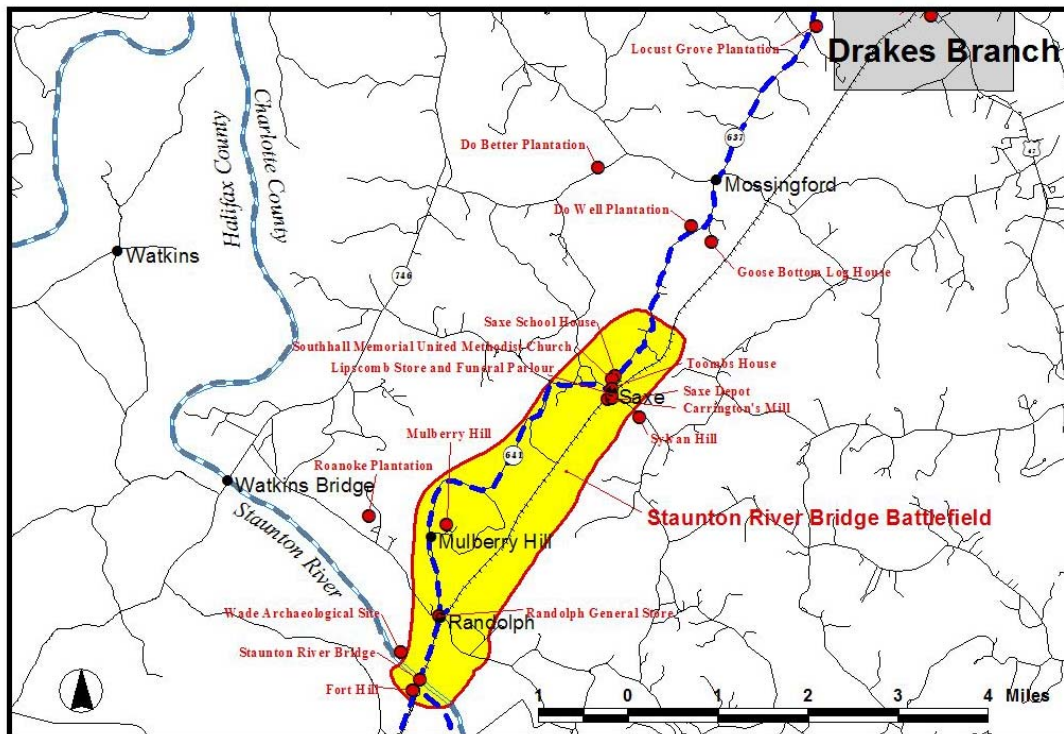
Drakes Branch is located near the intersection of Routes 59 and 47, approximately 5 miles southeast of Charlotte Court House, the county seat, and 7 miles southwest of Keysville. The small town owes its origins to the construction of the Richmond & Danville Railroad in the early 1850s and the siting of a depot here. Union soldiers seeking to cut off Confederate supply lines during the Civil War destroyed the R&D tracks and Drakes Branch depot. In the late 19th and early 20th centuries, Drakes Branch warehouses provided a strong

market for dark leaf tobacco and the small town was incorporated in the 1903. The early 20th-century rise in bright leaf tobacco shifted the tobacco markets away from Drakes Branch and the town declined further during the Depression. Historic resources in and around Drakes Branch include:

- Drakes Branch Historic District (VDHR 209-0022). This small, NRHP-eligible district encompasses several blocks along Main Street (Route 47) that stretch west from the abandoned Richmond & Danville Railroad line. Structures within the district include residential and commercial buildings and date primarily to the town's prosperous early 20th century years.
- Mount Calvary Baptist Church (VDHR 209-0019). This small church located west of the Historic District on Route 1201 was constructed in the late 19th century in a style transitional between Gothic Revival and Queen Anne.
- Grace Episcopal Church (VDHR 209-0023). Located west of the Historic District on Route 619, this brick Gothic Revival church was constructed in 1932. Grace Episcopal was of four original 18th-century churches commissioned in the region by the Anglican Church. Originally known as Roanoke Church and sited on the Little Roanoke River, the named was changed to Grace Episcopal when the church moved to Charlotte Court House in 1858. In 1878, Grace Episcopal relocated again, this time to Drakes Branch. Fire destroyed the first Drakes Branch Grace Episcopal church building.
- William Pettus House (VDHR 209-0021). Located just east of Drakes Branch on the south side of Route 47, the Pettus House is a Queen Anne style home constructed around 1900. The house is surrounded by various contemporaneous outbuildings.

Drakes Branch to Staunton River Bridge

Between Drakes Branch and Saxe the THT follows Route 637. South of Saxe, the trail follows Routes 612 and 641.



Locust Grove Plantation (VDHR 019-0045)

Located approximately 0.15 miles southwest of Drakes Branch on the south side of Route 637, Locust Grove stands on a mid-18th-century land grant made to Stephen Bedford. The original plantation house burned in 1841, and the present structure was built soon after by Lewis Skidmore, a Methodist minister who married Stephen Bedford's great granddaughter. The two-story framed house, extensively remodeled in the early 20th century, is surrounded by several mid-19th-century outbuildings including a dark tobacco barn, a corn crib, and a smoke house. A cemetery located on the opposite side of Route 637 contains Bedford and Skidmore family graves.

Mossingford Area

Mossingford (or Mossing Ford) was named for a mid-18th-century crossing of the Little Roanoke River/Roanoke Creek probably near the modern Route 642 bridge. Around 1795, William M. Watkins, owner of the over 2000-acre Do Well Plantation (below) built one of Charlotte County's earliest stores at Mossingford. Watkins sold land and his store to Isaac Overby in 1849, and Overby's Store was a large brick building near the Roanoke Creek Bridge that also housed the local Post Office. With the coming of the Richmond & Danville Railroad in the early 1850s, the Mossingford Post Office was moved east to the site of the new Mossingford depot. The original depot was burned by Union troops during the Civil War. The rebuilt depot remained in operation until 1902, when its operations were

transferred south to the town of Saxe. Recorded historic resources in the Mossingford area include:

- Do Well Plantation (VDHR 019-0004). An early 19th-century, Federal style, brick home constructed around 1810 by William Morton Watkins. Watkins was a master builder and planter, a trustee of Hampden-Sydney College, and delegate to the General Assembly. Do Well is on part of Clement Read's Bushy Forest property, the earliest land grant made in modern Charlotte County. An frame dwelling on the property predating the current brick house was destroyed by fire.
- Do Better Plantation (VDHR 019-0036). Located on Route 643 a short distance west of its intersection with Route 642, Do Better is an early 19th-century brick Georgian style plantation house. Little is known about this property, which may have belonged to the Watkins family.
- Goose Bottom Log House (VDHR 019-5084). This small, early 19th-century log building is located approximately midway between Do Well Plantation and the abandoned Richmond & Danville Railroad. The building is thought to have housed Do Well's overseer.

Saxe Area

The town of Saxe is located along the Richmond & Danville Railroad near its crossing of Roanoke Creek. In 1765, Paul Carrington was granted a license to operate a grist mill on Roanoke Creek, although this mill may have been further downstream near present-day Randolph. By 1825, Boye's Map of Virginia shows a mill in this location and its operation continued into the 1940s. While the presence of a mill may have made the area a gathering point of sorts, the opening of the Richmond & Danville Railroad and construction of a depot here in the mid-19th century led to the formation of Saxe. A Post Office was opened in Saxe in 1889, and by the end of the first decade of the 20th century both the depot and Post Office services in neighboring Mossingford had been transferred and consolidated in Saxe. Recorded resources in the area include:

- Carrington's Mill and Millrace (44CH0075). This archaeological site consists of an approximately 0.9-mile-long millrace leading from Roanoke Creek in the north to the stone foundations of a mill adjacent to a concrete dam at the southern end of the race. Whether these archaeological features are elements of Paul Carrington's late 18th-century mill or a later version is not clear.
- Saxe School House (VDHR 019-5089). A three-room school house built ca. 1910, the Saxe School is a rare surviving example of an early 20th-century southern Virginia school and is potentially eligible for NRHP listing.
- Southall Memorial United Methodist Church (VDHR 019-5090). An early 20th-century (ca. 1908) frame church with Gothic Revival influences. The church memorializes Reverend Jonathan Southall who, with other Charlotte County church members,

composed a military company that participated in the Confederate defense of the Staunton River Bridge in 1864.

- Toombs House (VDHR 019-5092). A late 19th-century vernacular frame farmhouse, with boxwood garden and log barn. Local tradition claims that the barn is the oldest such structure in the area.
- Saxe Railroad Depot (VDHR 019-5093). Constructed around 1902, the Saxe depot was moved approximately 500 ft to its current site following the closing of the railroad.
- M.P. Lipscomb General Store and Funeral Parlour (VDHR 019-5094). A late 19th-century two-story framed commercial building with Victorian detailing. This building reflects the growth of Saxe following the opening of a Post Office here and the subsequent relocation of the Mossingford depot. Architecturally, the building has a high degree of integrity and is considered eligible for NRHP listing.
- Sylvan Hill (VDHR 019-5096). Located 0.4 miles east of Saxe on Route 637, the original part of Sylvan Hill was constructed by the first decade of the 19th century by Paul Carrington Jr., son of Paul Carrington Sr. of Mulberry Hill and founder of Carrington's Mill. The property was sold out of the Carrington family shortly after the Civil War and in 1890 a large framed addition was made to the original brick house. In 1901, the main house and 500 acres of the property were purchased by the State and became the site of the first experimental farm in the United States. The property returned to private hands in 1913.

Staunton River Bridge Battlefield (VDHR 019-5190)

This roughly 3300-acre battlefield, potentially eligible for NRHP listing, straddles the abandoned Richmond & Danville Railroad and reaches from the Staunton River in the south to Saxe in the north. Rifle pits, earthworks, and trenches from the 1864 Union assault on, and Confederate Home Guard defense of, the Staunton River Bridge survive within the battlefield area west of the railroad bridge over the Staunton River. Between Randolph and Fort Hill, the battlefield district falls within the Staunton River Battlefield State Park.

Mulberry Hill (VDHR 019-0024)

Mulberry Hill was built by Paul Carrington, Sr. in the second quarter of the 18th century. In the early 19th century, a substantial addition was made to the original four-room frame house. Carrington was a lawyer and an important leader of the Independence movement in Virginia. The property is listed on the State and National Registers.

Roanoke Plantation (VDHR 019-0029)

Roanoke was the late 18th-early 19th-century home of John Randolph, congressman and senator from Virginia, member of the Virginia Constitutional Convention, and (briefly) U.S. Minister to Russia under President Andrew Jackson. The original Roanoke plantation consisted of two small, hall-and-parlor houses, one constructed of log the other timber framed. The log house was referred to as the "winter house" and the framed building as the "summer house." The property is listed on the National and State Registers.

Randolph/Roanoke Railroad Station (not recorded)

This early 20th-century framed depot building was recently returned to the town of Randolph after having been moved off-site for a number of years. The depot now houses the Roanoke/Randolph Visitors' Center and houses exhibits of both Native American and railroad-related material culture.

Randolph General Store (VDHR 019-5102)

Located in the town of Randolph (formerly called Roanoke or Talcott), a Post Office town and Richmond & Danville Railroad stop, the Randolph General Store is a commercial building constructed in the late 19th-century. In Randolph, the THT leaves Route 641 and follows the route of the abandoned Richmond & Danville Railroad across the Staunton River and into Halifax County.

Wade Archaeological Site (VDHR 44CH0062, 019-5200)

A Late Woodland Period (ca. A.D. 1000-1450) village site located in the Staunton River flood plain just upstream from its confluence with Roanoke Creek/Little Roanoke River. This year-round village site contains numerous architectural remains, storage pits, hearths, human burials, and other cultural features. Ornamental shell and copper artifacts attest to the importance of regional trade networks during the late prehistoric period of Southside Virginia. This site, interpreted as an ancestral Saponi village, is a Virginia State Landmark and is listed on the NRHP. Numerous archaeological surveys in the surrounding area have identified large number of prehistoric sites in the flood plain and on the bluff tops overlooking the Staunton River.

Staunton River Bridge (VDHR 019-5190)

This 4-span steel truss bridge was constructed by the American Bridge Company (NY) in 1902 for the Richmond & Danville Railroad. The 600-ft-long bridge now serves as a pedestrian crossing of the Staunton and is part of an existing 0.8-mile walking trail along the abandoned railroad bed between the Randolph Visitor Center and the Clover Visitor Center in the Fort Hill area.

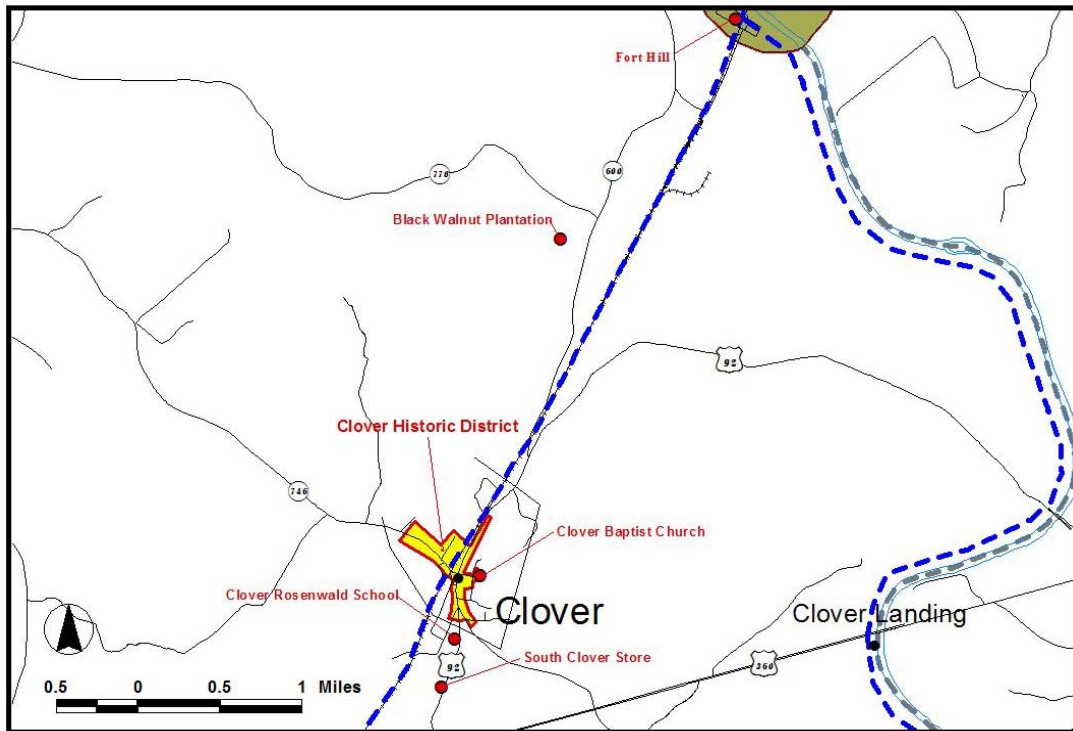
Fort Hill (VDHR 44HA0096, 041-5276)

Located within the State Park on the south side of the Staunton River, this site contains a star-shaped earthen fortification, rifle trenches, and a Confederate battery associated with the 1864 defense of the Staunton River railway bridge. The Fort Hill complex is one of the best preserved Civil War fortifications in the county and is listed on the National Register.

South Bank of the Staunton River

More than 85 archaeological sites primarily prehistoric and ranging in age between the Early Archaic and Late Woodland Periods have been identified within an area of approximately 1 square mile immediately west of Fort Hill. The abundance of prehistoric sites in this area reflects both the long-standing importance of the river valley to the region's native inhabitants as well as the large amount of archaeological research conducted in this area in association with the Clover Power Station facility and the historic Black Walnut Plantation.

Staunton River Bridge to Clover



Black Walnut Plantation (VDHR 041-0006)

Black Walnut Plantation is located on Route 600 approximately 0.25-miles northwest of the THT. This is a late 18th-century plantation containing a wide range of period outbuildings and dependencies, including the manor house, slave quarters, kitchen, dairy, smokehouses, two tobacco barns, a school, cemetery, and landscaped grounds. The Black Walnut property, originally part of a more than 10,000-acre land grant to John Randolph in 1741, was acquired by William Sims of Charlotte County in 1768. The main house at Black Walnut was built by William's brother, Matthew Sims. The property remained in the Sims family throughout the 19th century and was extremely productive, largely owing to tobacco cultivation. During the late 19th century, Walnut Hills was divided twice to create Edgewood and Fort Hill Farms. Walnut Hills is listed on the State and National Registers.

Clover Historic District (VDHR 197-5001)

The first Clover Baptist Church was established in 1812, probably in this vicinity at the headwaters of Clover Creek. Boye's 1825 map of Virginia shows a town named Bentleyville in the approximate location of present-day Clover and a short distance due west of Mosely's Ferry and Bridge across the Staunton River on the route of King's Road (modern Route 360). With the coming of the Richmond & Danville Railroad in 1854, a depot was established in Clover. Clover grew considerably during the early 20th-century tobacco boom and the town was an important sales point for the crop. At the beginning of the 20th century, two tobacco warehouses were in operation in the town as well as a hotel, bank, drug store, and various other commercial establishments.

Clover Baptist Church (VDHR 197-5002)

Located on Church Street in the town of Clover, this is a wood-framed Gothic Revival church constructed in 1889. The Clover Baptist Church was established in 1812.

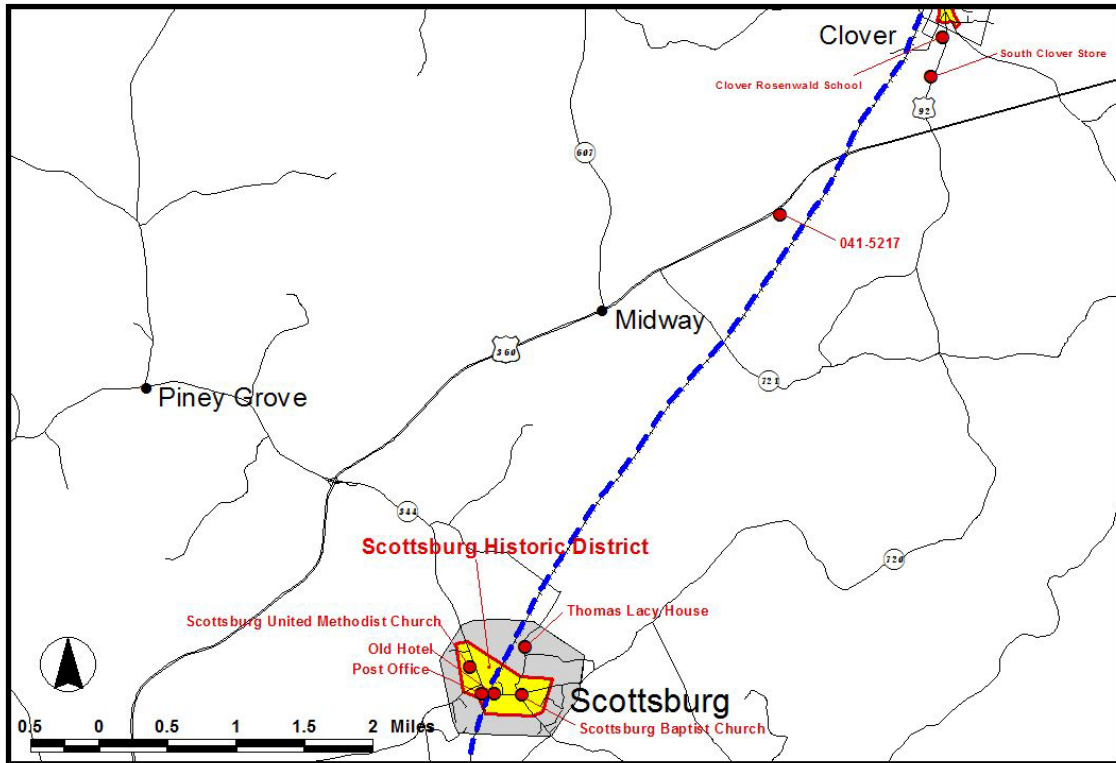
Clover Rosenwald School (VDHR 041-5106)

A one-story framed building located on Route 92 just south of the historic district, the Clover Rosenwald School was constructed around 1920 for the education of African-American children.

South Clover Store (VDHR 041-5107)

Located at 1101 Route 92, this one-story frame store was constructed ca. 1930.

Clover to Scottsburg



House, 1116 Route 360 (VDHR 041-5217)

A mid-19th-century vernacular frame farmhouse located along modern Route 360 approximately 0.25 miles northwest of the THT.

Thomas Lacy House (VDHR 041-5208)

A 2.5-story frame house constructed in the late 19th century; located on Drybridge Road just north of the Scottsburg Historic District.

Scottsburg Historic District (VDHR 297-5011)

Scottsburg is sited roughly at the intersection of the old Kings Road and a road leading west from the Halifax courthouse. The town was named for General John Baytop Scott, a local landowner, Revolutionary War officer, and member of the Virginia legislature. Scott also owned a sawmill and grist mill on Difficult Creek. Scottsburg had a Post Office by the early 19th century and in 1830 boasted a tavern, a store, a blacksmith's shop, and a population of 40. With the coming of the railroad in the late 1850s, a depot was constructed in Scottsburg. During the Civil War, Confederate camps were located near the town. Like other Southside towns, Scottsburg prospered in the late 19th and early 20th-centuries, in part through its tobacco market and smoking and chewing tobacco manufacturers. In the 1890s, a local Baptist minister led the creation of Scottsburg Normal College, dedicated in 1893 and which served both local and non-local men and women. The rise in machine-manufactured cigarettes and declining popularity of chewing tobacco together with a consolidation of the tobacco market in South Boston led to the closing of Scottsburg's tobacco facilities in the

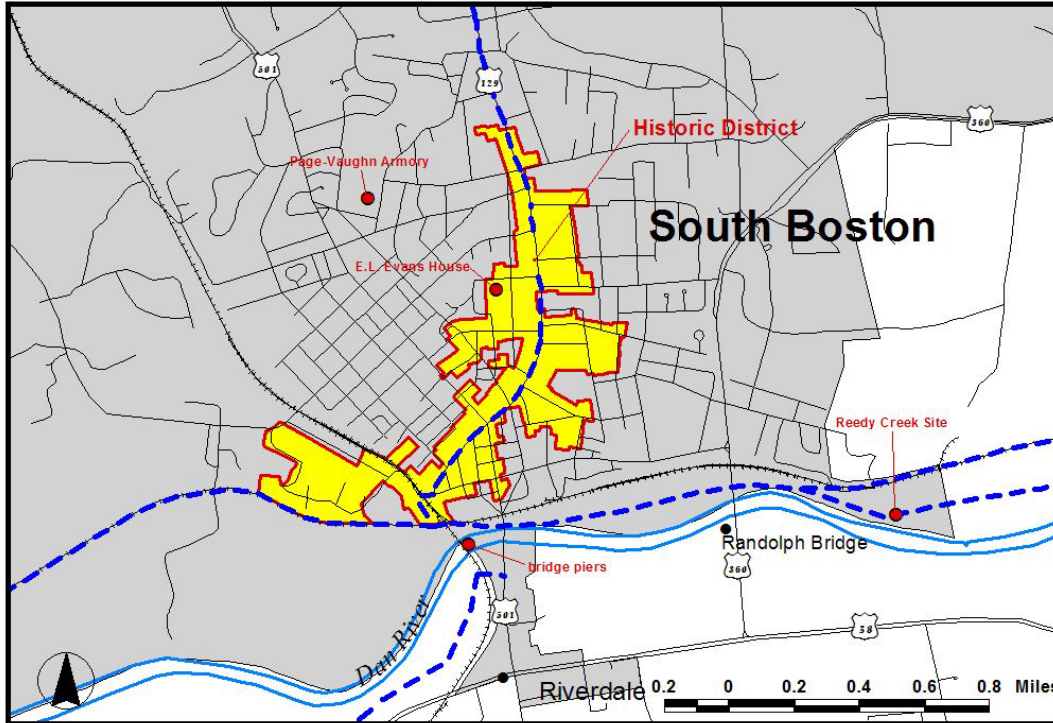
early 20th century. Scottsburg contains 26 historic properties, most of them private homes dating to the late 19th-early 20th centuries, though also some commercial and public buildings. The Scottsburg depot is no longer standing. In addition to a number of private homes, historic resources in the town include:

- Scottsburg United Methodist Church (VDHR 297-5001). A timber-framed Greek Revival church constructed ca. 1890 at 2220 Scottsburg Road.
- Old Hotel (VDHR 297-5005). A two-story Colonial Revival building constructed around 1900 in the center of town.
- Post Office Building (VDHR 297-5006). A small Colonial Revival brick building in downtown Scottsburg built around 1930.
- Scottsburg Baptist Church (VDHR 297-5010). A brick, Romanesque Revival-style church constructed in 1884 at 1005 McDonald Road. This church was first organized in 1774 as the Musterfield Church and was re-established in Scottsburg in 1884.

Scottsburg to South Boston

There are no historic resources of note recorded along the THT south of Scottsburg until the town of South Boston is reached.

South Boston



South Boston Historic District (VDHR 130-0006)

The town of South Boston was first chartered in 1796 and contained an area of 50 acres on the south side of the Dan River surrounding the site of John Boyd's ferry, which had been in existence since about 1750. The sale by lottery of half-acre lots never attracted many takers, however and the community failed to grow until the middle of the 19th century when the Richmond & Danville Railroad was constructed. By 1858, a covered bridge across the Dan had been completed connecting old South Boston with the South Boston depot north of the river. In addition to the passenger depot, South Boston by the onset of the Civil War housed a freight depot, a wagon shop, a hotel, and several stores. South Boston's first tobacco warehouse was constructed in 1870, and by 1874 four warehouses were in operation in the town. The Reconstruction era tobacco boom and South Boston's proximity to the railroad ensured the town's growth and prosperity. During the late 19th and early 20th centuries the town thrived economically, becoming the second largest bright leaf tobacco market in the United States. In 1893, the Slate Seed Company, the largest producer of tobacco seed in the world, moved to South Boston, and within twenty years the company was supplying 90% of the world's tobacco seed. The South Boston Historic District contains numerous tobacco warehouses, factories, and prizeeries as well as various commercial buildings, churches and many large and often ornate residences.

The Prizeery

Located at 700 Bruce Street, this early 20th-century building began as the R. J. Reynolds Company Tobacco Prizeery, where tobacco leaves were "prized" or pressed into hogshead barrels for shipment. The three-story brick structure has been renovated and now houses a community and fine arts center.

E. L. Evans House (VDHR 130-0006-0407)

This two-story framed high Victorian/Queen Anne style home at 1204 Washington Street reflects South Boston's thriving late 19th- early 20th-century tobacco economy and is deemed eligible for inclusion on the National Register.

Page-Vaughn Armory (VDHR 130-0008)

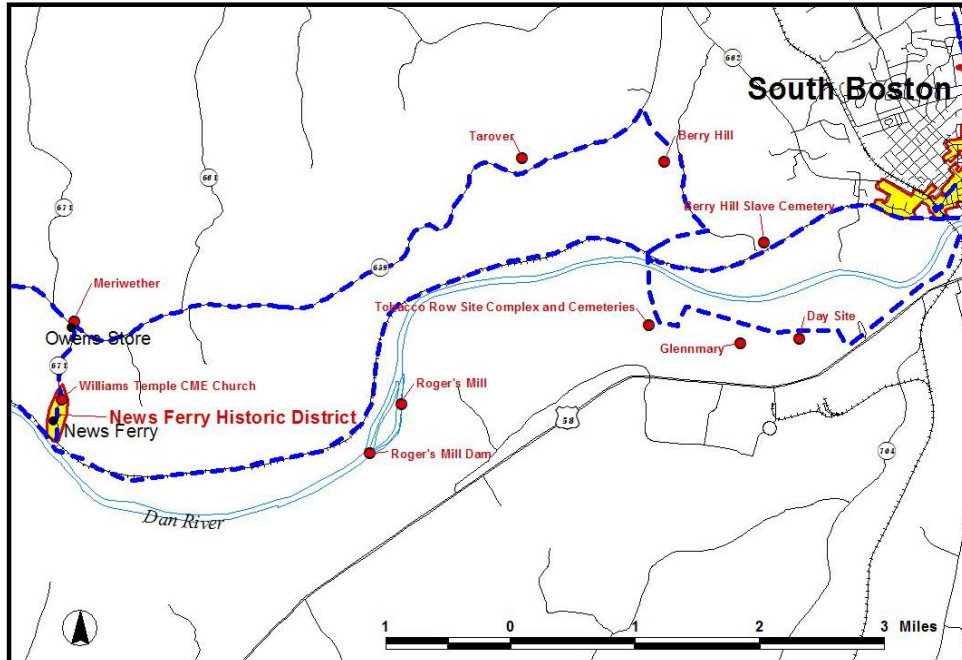
The Armory is a two-story brick Art Deco building constructed ca. 1930. The structure is considered eligible for NRHP listing.

Bridge Piers (not recorded)

Located several hundred yards upstream of the Route 501 over the Dan River near the Norfolk Southern Railroad bridge are stone piers from a covered bridge constructed across the river in the late 1850s. In the early 20th century the bridge was replaced by a concrete structure to accommodate automobile traffic and was demolished shortly after.

South Boston to News Ferry

West of South Boston and north of the Dan River one leg of the planned THT follows the abandoned Richmond & Danville Railroad line while another parallels it to the north along Route 659. A short section of trail is also planned south of the River in the area of Glennmary.



Berry Hill (VDHR 041-0004)

In 1842, James Coles Bruce transformed an existing brick building on this property into one of the most imposing Greek Revival style plantations in Virginia. The main house faces north and is accessed via Route 659 (River Road). Following the abandoned Richmond & Danville Railroad, the THT enters the Berry Hill property from its rear. A large slave cemetery (44HA0136) associated with the antebellum plantation and containing approximately 200 burials is located immediately north of the THT as the abandoned rail bed enters the Berry Hill property. Remains of a number of slave dwellings and a possible overseer's house are located further upslope to the north. Other slave dwellings and a range of 19th-century outbuildings survive around the main house to the north. The property is listed on the State and National registers and is a National Historic Landmark.

Tarover (VDHR 041-0053)

The original plantation house at Tarover was constructed by Thomas Davenport in 1770. Late in the 18th century the property passed to Charles Bruce. In the 1850s, the original house burned and the existing home was erected by Thomas Bruce, son of James Coles Bruce of neighboring Berry Hill. Tarover, located on the north side of Route 659, is a massive Gothic Revival style plantation house constructed on native stone. Apart from the main house, only one small dependency, dating to the late 18th century, survives on this NRHP-listed property.

Roger's Mill (VDHR 44HA0248, 44HA0249)

Remains of a 19th-century mill are located on the south side of the Dan River opposite the THT. Elements of contemporaneous crib dam designed to divert water to the mill survive upstream at the head of a large island.

Merrymount (VDHR 041-0078)

Located on a bluff north of the THT and overlooking the Dan River, this late 19th-century Victorian frame house reportedly was ringed by a racetrack so that horse races could be viewed from all windows of the home.

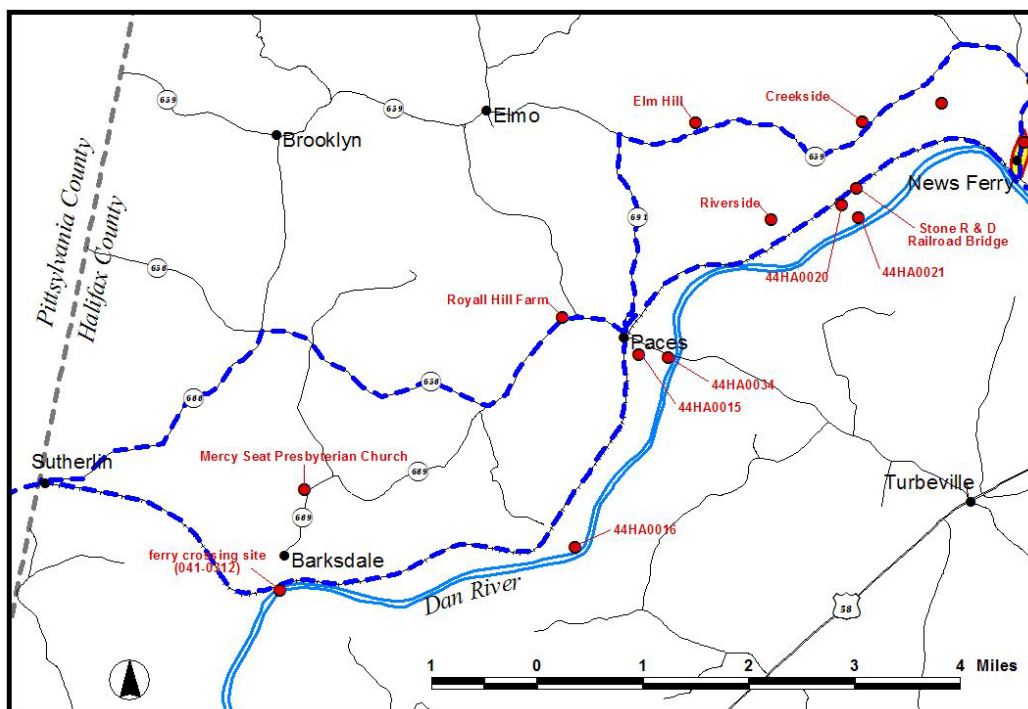
News Ferry Historic District (VDHR 041-0174)

News Ferry is small settlement on the north bank of the Dan River named for James New who operated a Ferry in this location. A lithia water company was chartered in News Ferry in 1898. The historic district contains a number of mid- to late 19th-century houses. The Williams Temple Christian Methodist Church (VDHR 041-0174-0018) is located at the northern end of the historic district. While the current church building was constructed around 1940, the earliest marked grave in the adjacent cemetery dates to 1908. The mid-19th-century Grace Episcopal Church (VDHR 041-0017), now demolished, stood just north of the historic district west of Route 671.

Meriwether (VDHR 041-0084)

Meriwether is located north of the intersection of Routes 671 and 659. James Nathaniel Terry remodeled this mid-19th-century frame house around 1885 and named the place for his ancestor Meriwether Lewis.

News Ferry to Sutherlin



Creekside (VDHR 041-0009)

Creekside is a mid-19th-century, brick, Greek Revival plantation house. The house was designed and constructed by the noted local architect and master builder Dabney Cosby for Dr. Ethelbert A. Coleman, brother-in-law of David Chalmers of neighboring Springfield and son of Henry E. Coleman of Woodlawn near Clover. The house is fronted by a long, well-constructed dry-laid stone wall reportedly built by Coleman's slaves. A small family cemetery also exists on the Creekside property.

Elm Hill (present-day Meribrook) (VDHR 041-0014)

Constructed ca. 1820 by Henry Edmunds and added to in 1875 by his son, Thomas, Elm Hill is a two-story brick Georgian style plantation house. An original brick detached kitchen survives near the main house and a family cemetery is located on the grounds. The original Grace Episcopal Church stood near the Elm Hill property and Henry Edmunds, a merchant, operated a store nearby. The property is eligible for inclusion on the National Register.

Riverside (VDHR 041-0089)

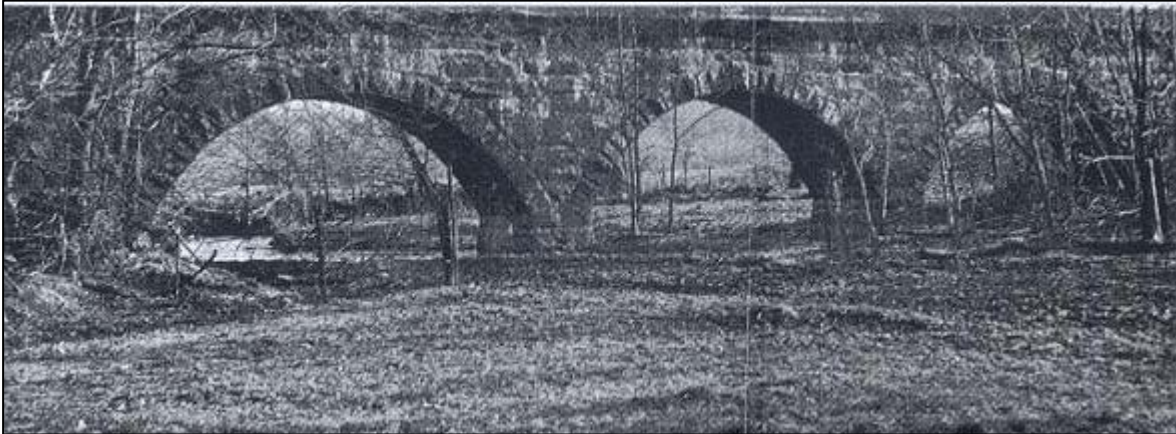
This two-story frame plantation was constructed ca. 1750-1770 with an addition made in the early 19th century. The property was purchased by Nathaniel Ragsdale in 1810, possibly from an in-law. A frame smokehouse and a small log cabin, possibly a kitchen, exist on the property.

unnamed house (VDHR 041-5094)

This unnamed, late 19th-century frame house is located at 10025 River Road (Route 659). Little is known of the history of this resource.

Railroad Bridge (44HA0150)

This triple-arched stone Richmond & Danville Railroad bridge over Birch Creek roughly half-way between News Ferry and Paces dates to ca. 1855. The state of preservation of this bridge is unclear. A picture of the bridge believed to be from a local newspaper (*The Record Advisor-South Boston News*) of unknown date is reproduced below.



Photograph of R & D Railroad bridge across Birch Creek, date unknown (image from <http://www.oldhalifax.com/county/DanRiverRRbridge.htm>)

Archaeological Site VDHR 44HA0015

A poorly known prehistoric archaeological site containing non-diagnostic lithic artifacts.

Archaeological Site VDHR 44HA0020

A Late Woodland Period archaeological site that likely represents the remains of a riverside village or hamlet.

Archaeological Site VDHR 44HA0021

A Late Woodland Period archaeological site that likely represents the remains of a riverside village or hamlet.

Archaeological Site VDHR 44HA0034

A Late Woodland Period archaeological site that likely represents the remains of a riverside village or hamlet. An Archaic Period component may also exist at this site.

Archaeological Site VDHR 44HA0016

A poorly recorded prehistoric site in the Dan River floodplain reported to date broadly to the Woodland Period.

Royall Hill Farm (VDHR 041-5190)

This is a scantily recorded early 19th-century Federal style brick plantation house.

Mercy Seat Presbyterian Church (VDHR 041-5219)

A mid-19th-century Gothic Revival frame church located at 3068 Wooding Road (Route 689).

Ferry Crossing Site (VDHR 041-0312)

This location is apparently the map-projected site of a 19th- through early 20th-century ferry crossing of the Dan River. It is not clear whether any above-ground remains are associated with this site. Boye's 1825 map shows a ferry in approximately this location, just upstream from the confluence of Wynn's Creek with the Dan River.

No additional historic resources have been recorded along the planned THT route between VDHR 041-0312 (ferry crossing site) and the hamlet of Sutherlin on the Halifax/Pittsylvania County line.

Riverside Area, South of the Dan and South Boston

Tobacco Row Complex (44HA0237 – 44HA0243)

Seven historic period archaeological sites spread across a high terrace overlooking the Dan River have been identified by archaeological survey. These sites include remains of three log cabins, a larger frame house, tobacco barn foundations, and two cemeteries. One cemetery clearly belongs to the Irvin family who owned the property in the 19th century, while the second is thought to be a contemporaneous slave cemetery. The residential structures and tobacco barns appear related to an early 20th-century occupation of this portion of the former Irvin estate, though possibly the cabins may be sited on or near a former antebellum slave quarters. The THT will pass within 200 feet of the cemeteries.

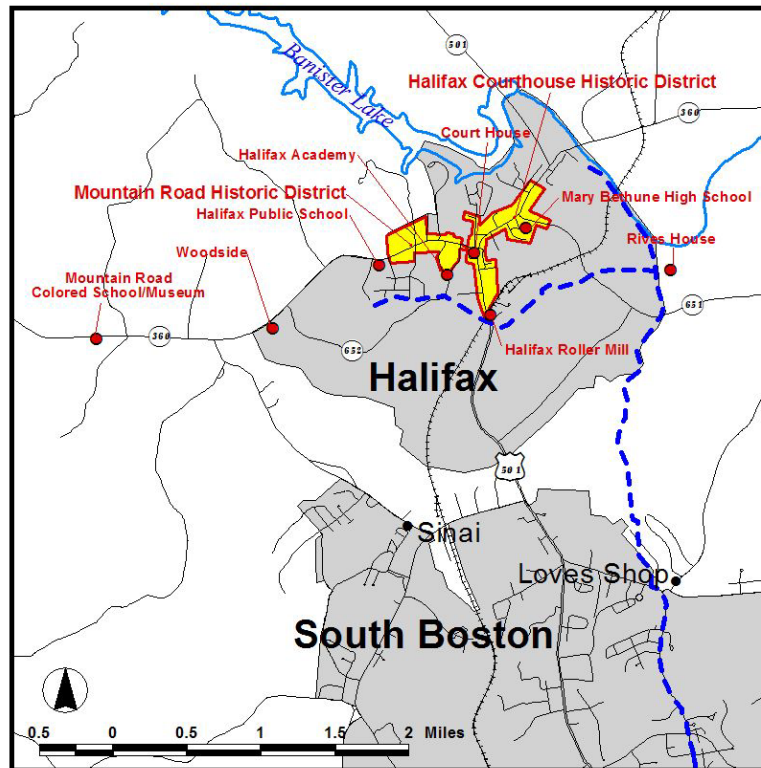
Glennmary (VDHR 041-0104)

Glennmary is a relatively modest two-story brick plantation house constructed in 1834 for Archibald Glenn. The Greek Revival home is thought to have been constructed by local master builder Dabney Cosby. Various outbuildings survive around the main house including a stable, smoke house, servants' quarters, and a tobacco barn. The property is listed on the National Register of Historic Places.

Day Site (44HA0272)

The Day Site is a 19th- early 20th-century farm site possibly containing a slave and/or tenant dwelling. The planned THT passes close by this resource on its north side.

South Boston to Halifax



Between South Boston (north of Main Street) and Halifax, the Tobacco Heritage Trail follows a sewer utility easement alongside Terry’s Creek; it crosses Cowford Road then runs parallel with the Banister River upstream towards the Kings Bridge near VA Scenic Byway 360. This section of the THT is speculated by many local historians to be the approximate route of General Nathaniel Greene as he continued his army’s successful “race” from Lord Cornwallis across the Dan River at Boyd’s Ferry. At the northern edge of South Boston, the THT passes near the community of Loves Shop, the home of Dr. Davis Green Tuck who, in 1828, was issued the first U.S. patent for flue-based system of tobacco curing. The town of Halifax, originally named Banister, Halifax Courthouse, and later Houston, has been the Halifax County seat since 1777 when, by Act of the Virginia Assembly, the courthouse was removed from present day Crystal Hill (Punch Spring). Following construction of the first courthouse here, a town gradually grew up around it. By 1835, the Banister/Halifax Courthouse community contained about 25 residences, two churches, a post office, a saddler, a coach maker, two wheelwrights, three blacksmiths, two tailors, a cabinetmaker, and two boot and shoe manufacturers. Also in the vicinity were two grist mills, two saw mills, and two cotton gins. By the mid-19th century, bateaux navigation on the Banister River extended at least ten miles upstream of the town. According to the Dan River Atlas, published by the Virginia Canals and Navigations Society, some of the best preserved bateau sluices in Virginia are in the first four miles below Halifax dam. The potentially eligible *Banister River Navigation Improvements District (VDHR 041-5311)* has been filed by the Virginia Department of Transportation to document the navigation structures from the Cowford Road Bridge (Rte 614) to the Meadeville Bridge (Rte 642). By the early 1900s, the town became known as “Houston.” It was named for W.C. Houston, Jr. of

Philadelphia, the treasurer of the construction company which built the Lynchburg and Durham Railroad. By 1907, the town had a population of about 800 people and housed an electric plant, two banks, a brickyard, a flour mill, two corn mills, two hotels, two hardware stores, two drug stores, three dry goods stores, and four groceries, six churches and a high school. It was renamed Halifax in 1920. Recorded historic resources in proximity to the trail include:

Rives House (VDHR 0041-0025)

Few details are available for this late 18th-century, one-story, frame house located near the intersection of Rts 651 and 783

Halifax Courthouse Historic District (VDHR 230-5001)

The Halifax Courthouse Historic District is located along Halifax's North and South Main Street. This NRHP-eligible district contains numerous significant structures dating between the mid-18th century and the mid-20th century, including residences, churches, public buildings, and commercial and industrial buildings. Among the many residential, commercial, and public architectural resources contained within the Courthouse Historic District are:

- Halifax County Courthouse (VDHR 230-0077). A Classical Revival building constructed ca. 1838 by Dabney Cosby Sr and his son to replace an earlier timber-framed building. The courthouse is listed on the National and State registers. Brick attorneys' offices stand within the courthouse square, as does a Confederate memorial erected in 1911.
- Mary Bethune High School. Originally the Halifax Normal Institute opened by the Banister Baptist Association in 1897 for the education of local African-Americans. The complex was purchased by the County in the 1920s and converted to the public Halifax Training School for African-Americans. The school subsequently was consolidated in 1948 to serve all of Halifax County's black youth and by 1950s was the largest African-American rural public school in Virginia. The school was officially renamed the Mary M. Bethune High School of Halifax County in 1956. Following the desegregation of Halifax County public schools in 1969, it became a junior high for the entire county. The school was closed in 1980 and now houses county administrative offices. (Edwards, W.C., Preston M. Royster, and Lazarus Bates, 1979, *The History of the Education of Black Citizens in Halifax County: 1866 – 1969*, Banister Press.
- Halifax Flour and Feed Roller Mill (VDHR 230-5002). Located at 5342 Halifax Road (Route 501) adjacent to the Norfolk Southern Railroad tracks, was constructed around 1915 for R. Holt Easley by Robert S. Hupp. Hupp was a miller, working for Easley on a Banister River mill, and a master mechanic; however he had never designed or built a mill previously. Hupp's roller mill was designed to be powered by electricity and proved to be both well-designed and to support a thriving business. The mill ground corn, oats, and wheat, producing both flour and animal feed. The mill was in operation until the 1990s, however by 1960 or so increased government regulations and the gradual replacement of homemade breads and biscuits by store-bought manufactures led to an ever-declining production. The roller mill is considered eligible for listing on the NRHP.

Mountain Road Historic District (VDHR 230-0078)

Mountain Road (Route 360) extends west from Main Street near the center of Halifax. The Historic District encompasses approximately 6.2 acres on both sides of Mountain Road between Academy Street and Mimosa Drive. Three early 19th-century institutional buildings (a Masonic Hall and two churches) and numerous late 19th-early 20th-century homes are located within this district. Several of the earlier private residences in the district are attributed to Dabney Cosby Jr., son of the local designer-builder Dabney Cosby Sr. who was responsible for many of the County's more distinguished early 19th-century buildings, including the Halifax Court House. Woodside (VDHR 041-0058), the ca. 1837 home of Dabney Cosby Sr. is located at 1231 Mountain approximately one mile west of the historic district. The Mountain Road Historic District in Halifax is listed on the National and State registers. Most of the individual contributing structures within the historic district have not yet been recorded with VDHR. Notable properties within and near the district include:

- Magnolia Hill at 160 Mountain Road, though facing Academy Street, is a brick Greek Revival home constructed in 1830s by Dabney Cosby Jr.
- The Masonic Hall, a two-story brick structure constructed in 1828 at 123 Mountain Road and the earliest building in the district.
- Halifax United Methodist Church (originally St. Mark's Episcopal Church), a brick Federal style building constructed in 1831 immediately west of the Masonic Hall.
- St. John's Episcopal Church, constructed in 1844 by Dabney Cosby Jr. at 197 Mountain Road.
- Grand Oaks, a ca. 1820s home built by Dabney Cosby Sr. at 230 Mountain Road and later extensively remodeled.
- The Chastain Home for Gentlewomen at 370 Mountain Road is a large Victorian mansion constructed around 1885 by Captain Henry Edmunds. In 1913, the property was sold to James B. Chastain. In 1948, pursuant to James Chastain's will, the property passed into the hands of trustees "for the purpose of founding, and maintaining a home for dependent gentlewoman," from Halifax and adjoining counties in Virginia and from Lexington, and Fayette County, Kentucky.
- The Episcopal Rectory at 484 Mountain Road was constructed in 1845 by Dabney Cosby Jr.
- Old Library Building, at 726 Mountain Road, was constructed in the mid-20th century as a gift from Ambassador David K. Bruce, who constructed and provided books for public libraries in more than ten Southside counties, including Mecklenburg, Charlotte, and Brunswick.

- Old Halifax Academy (VDHR 230-0033), located on Academy Street, contains a ca. 1830 original nucleus designed and built by Dabney Cosby Sr. Originally the Davies Institute, the school was incorporated by Halifax County in 1836 as Halifax Academy. The school remained open during the Civil War under the direction of John Henry Powell and its students played an important role in the Confederate defense of the Staunton River Bridge. In the late 19th-early 20th century the Academy was reborn as a public (white) school, receiving its accreditation in 1914. It was replaced in the 1930s by Halifax Public School at 772 Mountain Road.

West of the Mountain Road Historic District are additional historic resources including:

Halifax Public School (VDHR 230-0035)

This Colonial Revival building was constructed in the 1930s to replace the old (white) public school in operation in the Halifax Academy building.

Woodside (VDHR 041-0058)

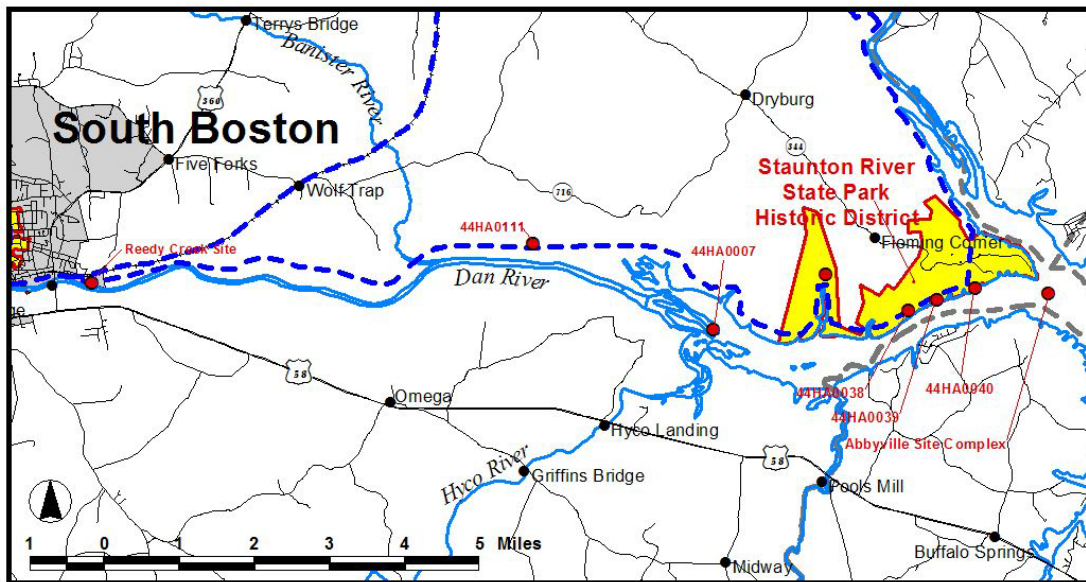
This home, reported constructed around 1837 by Dabney Cosby Sr. for his own use, is located at 1231 Mountain Road approximately one mile west of the historic district.

Mountain Road Colored School/L. E. Coleman African-American Museum (VDHR 041-5124)

Located approximately 2 miles west of downtown Halifax at 3011 Mountain Road (Route 360), this one-story Colonial Revival school house was constructed ca. 1919 for the education of local African-American children. In 2005, the L. E. Coleman African-American Museum opened in the building. The museum is devoted to research, collection, and preservation of African-American art, history, and culture with a special focus on Halifax County.

South Boston to Staunton River State Park

Between the town of South Boston and the Staunton River State Park the planned route of the THT will follow an overland trail. Available data indicates that no trail currently exists in this location. Given the proximity of the route to the course of the Dan River, the potential for archaeological sites is considered high and those few sites recorded along the planned trail cannot be assumed to represent the total site inventory. Planning and construction of this section of the THT should be sensitive to the likely presence of unrecorded archaeological sites.



Reedy Creek Site (VDHR 44HA0002; 130-0003)

Located on an upper terrace of the Dan River just west of Reedy Creek, the Reedy Creek Site contains material remains of at least three phases of prehistoric occupation during the Late Archaic, Middle Woodland, and Late Woodland Periods. The Late Woodland Period remains are the most extensive and include evidence of a palisade encloses houses and associated storage pits, midden, and burials. This archaeological site is listed on the National and State Registers. *As currently planned, the THT passes directly through the center of this important site.*

Prehistoric Site (VDHR 44HA0111)

This prehistoric site consists of a low-density scatter of non-diagnostic lithic artifacts. While not a significant resource, this riverine setting should be assumed to hold a high potential to contain significant archaeological sites.

Prehistoric Site (VDHR 44HA0007)

This now-submerged Late Woodland Period village site was excavated in the 1940s prior to creation of the Kerr Reservoir.

Staunton River State Park Historic District (VDHR 041-0100)

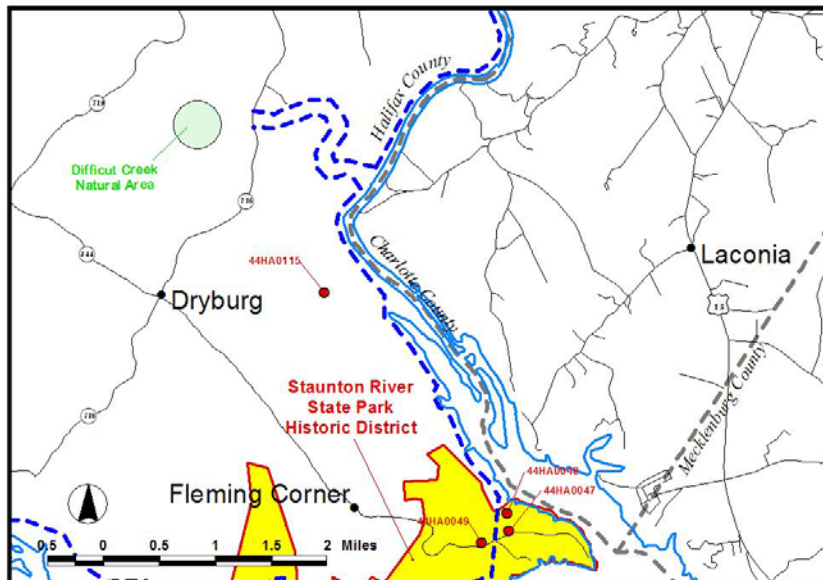
Recently nominated to the National Register, this 1196-acre park is one of six original parks designed within the Virginia State Park system. The system of State Parks evolved out of

the National Park Service through the New Deal Civilian Conservation Corps program. Staunton River Park was developed between 1933 and 1938 and was constructed by over 400 laborers, many brought from New York and other northern states, and housed in two separate on-site work camps. CCC-era features include a 150 ft x 60 ft swimming pool, cabins, and picnic areas. An hourglass-shaped campground was added in 1940 and a bathhouse in 1952. A boathouse constructed in 1994 replaced a nearly identical CCC-era structure. Archaeological survey conducted within portions of the park in the 1970s identified a relatively large number of prehistoric sites, typically comprised on scatters of non-diagnostic lithic artifacts, and a smaller number of historic period sites ranging in date from the late 18th century through the early 20th century. The Abbyville Site Complex (VDHR 44HA0065), a series of Native American archaeological sites containing 17th-century European trade goods, is submerged within the Reservoir just below the confluence of the Dan and Staunton Rivers. Material at this site is thought to reflect an intrusive Monongahelan occupation known from the documentary record. Recorded historical resources within the Park and in proximity to the planned THT include:

- Historic Site (VDHR 44HA0114). Located in the westernmost portion of the Staunton River State Park, this archaeological site identified during Phase I survey includes remains of a structure, numerous piles of field stones and subsurface 19th-century material remains. The planned THT passes approximately 750 ft south of the site.
- Archaeological Sites VDHR 44HA0038, 44HA0039, 44HA0040. These three poorly defined archaeological sites, all located within 700 ft of the planned THT, were defined during archaeological survey conducted within the Park in the 1970s. Site 44HA0038 contains solely non-diagnostic prehistoric lithic artifacts. Sites 44HA0039 and 44HA0040 contain prehistoric and historic period artifacts.

Staunton River State Park to Dryburg Road/Difficult Creek Natural Area Preserve (THT PHASE I TRAIL #3)

Between the shores of the Dan River/John Kerr Reservoir within the Staunton River State Park and Dryburg Road/Difficult Creek Natural Area Preserve, the planned route of the THT will follow an overland trail. It is unclear from data currently available whether a trail already exists along all or part of this course. Given the proximity of the route to the course of the Staunton River and Difficult Creek, the potential for archaeological sites is considered high and those few sites recorded along the planned trail cannot be assumed to represent the total site inventory. Planning and construction of this section of the THT should be sensitive to the likely presence of unrecorded archaeological sites. North of the northward turning of the THT, three historical resources along the projected route have been recorded within the Staunton River State Park. Between the northern boundary of Staunton River State Park and Difficult Creek only a single historic resource has been recorded in proximity to the planned THT route.



Archaeological Site 44HA0047

A very small (150 sq ft) site containing Middle Archaic Period and 19th-century material remains, possibly re-deposited during earthmoving operations.

Archaeological Site 44HA0048

A poorly recorded archaeological site measuring minimally 100 ft by 100 ft and containing Middle Archaic Period lithic artifacts and late 18th- through 19th-century historic period remains.

Archaeological Site 44HA0049

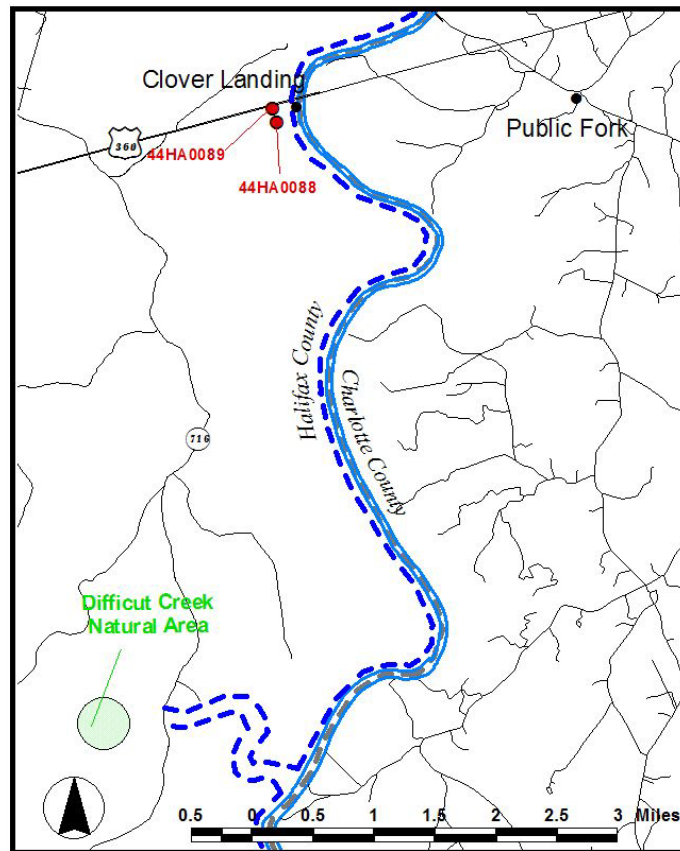
A very small (150 sq ft) archaeological site containing Middle Archaic Period lithic artifacts.

Archaeological Site 44HA0115

A large (approximately 33,000 sq ft) scatter of prehistoric lithic artifacts including Middle Archaic Period projectile points.

Difficult Creek Natural Area Preserve to U.S. Route 360/Clover Landing

From Difficult Creek, the planned THT will be on overland trail following the west bank of the Staunton River north approximately 7.5 miles to Clover Landing and the Route 360 bridge over the Staunton River. Recorded historic resources are few along this section of trail, however this is probably due to the lack of systematic survey work and given the proximity to the Staunton River there is a high probability for unrecorded archaeological sites along this section of planned trail. In the vicinity of Route 360, two prehistoric archaeological sites have been identified:



Archaeological Site 44HA0088

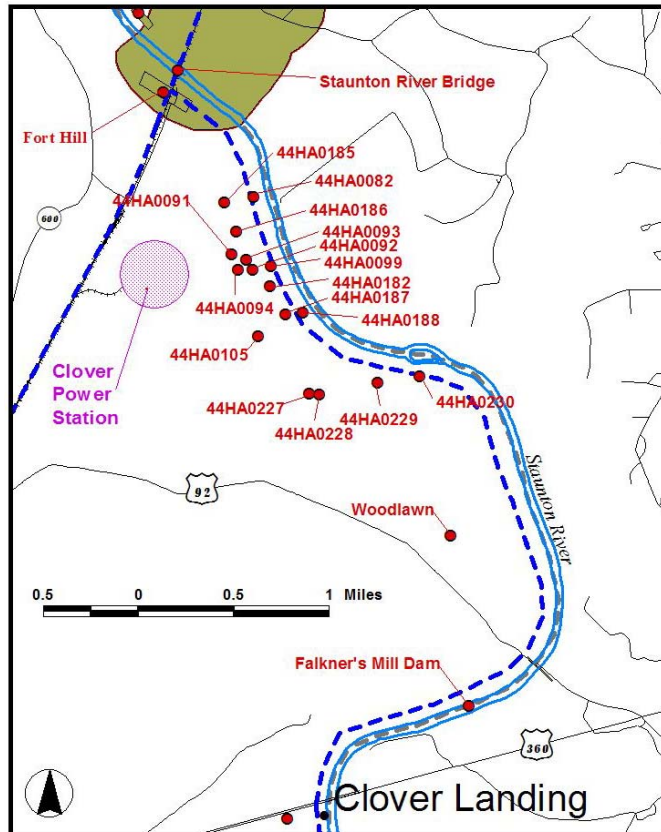
An extensive (50,000 sq ft) scatter of probable Archaic Period lithic artifacts.

Archaeological Site 44HA0089

A 5,000 sq ft scatter of non-diagnostic prehistoric lithic artifacts.

Clover Landing to Fort Hill/Staunton River Battlefield State Park

From Clover Landing the planned THT runs north for approximately 5.3 miles to Fort Hill in the western portion of the Staunton River Battlefield State Park. Few historic resources have been recorded in proximity to the southern half of this trail section; however this is probably due to the lack of systematic survey work and given the proximity to the Staunton River there is a high probability for unrecorded archaeological sites along this section of planned trail. Intensive archaeological survey associated with the Clover Power Plant has been carried out over the northern half of this trail section and here a high density of archaeological sites has been recorded.



Falkner's Mill Dam (VDHR 44HA0074)

A mill, named Mosley's or Falkner's, is shown in this location on 19th-century historical maps of the region. Within the Staunton River are remnants of an approximately 400-ft-long timber-framed crib dam. The dam appears to have been breached along a 100-ft section, possibly to allow for boat traffic. No indication has been observed of the mill or mill race, which should be located on the river's left (west) bank.

Woodlawn (VDHR 041-0107)

Woodlawn is a two-story, Federal style framed plantation house constructed during the late 18th century and remodeled during the early 19th century. Various outbuildings including a smokehouse and two log tobacco barns as well as a family cemetery surround the main house. Woodlawn was the home of John Coleman, a vestryman in Antrim Parish-Halifax

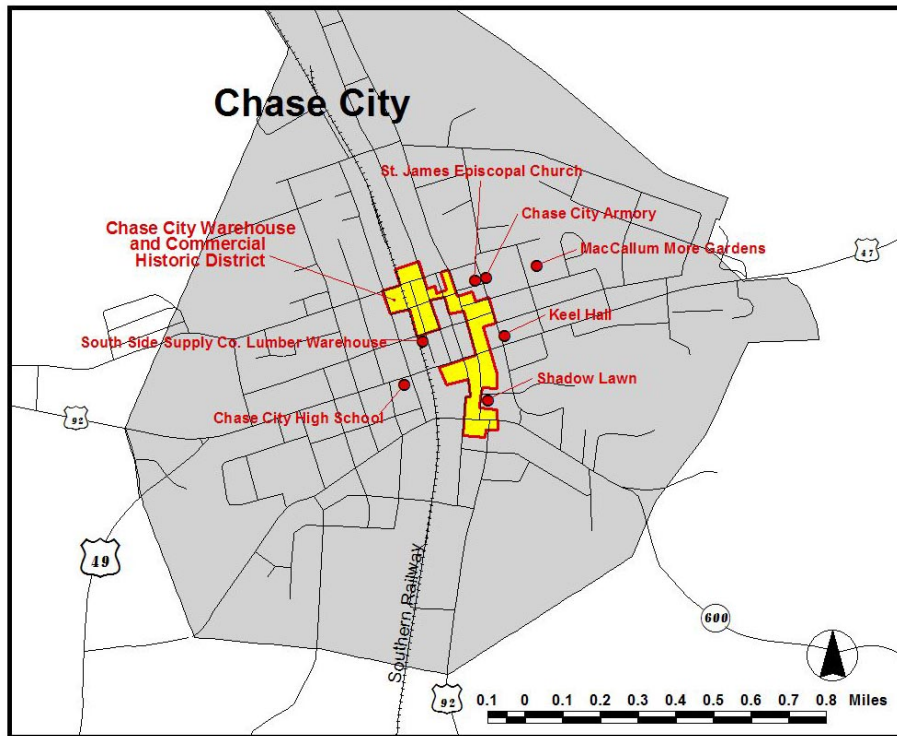
County (1752-1776), magistrate of the county court (1776), and a delegate to the Virginia General Assembly (1782). The property is eligible for NRHP listing.

Clover Power Station Area

Intensive archaeological survey on the Clover Power Station property has resulted in the identification of 16 archaeological sites within one-quarter mile of the planned THT.

Together, these sites contain evidence of prehistoric occupation and use ranging in age from the Early Archaic through Late Woodland Periods. Evidence of historic occupation has been recovered from several of these sites as well.

Chase City



Chase City was incorporated in 1873 and was named for Salmon P. Chase, a U.S. Senator and Governor from Ohio, U.S. Treasury Secretary during Abraham Lincoln's presidency, and Chief Justice of the United States. The town was heavily populated by Northern immigrants after the Civil War and became a colony for United Presbyterians. A town, earlier named Christiansville though often called The City, had existed in this location since at least 1800 when a post office and ordinary were present. In the early 19th century, an oval track for horse racing, one of two in Mecklenburg County, was located in northwestern Christiansville. By 1850, one of the three tobacco factories in Mecklenburg County was located in Christiansville. In 1853, the Christiansville and Keysville Plank Road Company was incorporated with the goal of constructing a road to connect the town with the Keysville depot on the Richmond and Danville rail line. The locally renowned architect/builder Jacob W. Holt moved to Christiansville in the 1860s and became an alderman of Chase City in the year of the town's incorporation. Both Holt and his wife are buried in Chase City. One of Holt's better-known building projects, Shadow Lawn, is located in Chase City. Immediately following the end of the Civil War, the Roanoke Land and Colonization Company was formed to encourage immigration to Virginia. Chase City was particularly heavily settled, becoming known as "the largest and wealthiest Northern colony in the Southern States." George A. Endly and John E. Boyd, brothers-in-law and native Ohioans who had been living in Pennsylvania moved to Christiansville in the late 1860s and effectively became the founders of Chase City. By 1884, the Richmond and Mecklenburg Railroad Company had completed a rail line (now the Southern Railway) that passed through Chase City to connect Clarksville to the Richmond and Danville line in Keysville. Chase City was also the site of mineral springs that became increasingly exploited during the late 19th century. Several

hotels were constructed in the town and by 1885 local resident M.E. Hardy was advertising the sale of Chase City Mineral Water. The town's most famous resort hotel, The Mecklenburg Mineral Springs Hotel, had more than 150 rooms as well as a ballroom, dance pavilion, gymnasium, billiards, bowling, and tennis. The extremely popular and successful hotel burned in 1909. Tobacco commerce also blossomed in Chase City in the late 19th and early 20th centuries, and numerous warehouses were opened during this period.

Chase City Warehouse and Commercial Historic District (VDHR 186-5005)

This National Register-eligible historic district occupies some 30 acres east of the Southern Railway line between Sycamore and Fifth Streets. Numerous large tobacco warehouses were constructed in the district during the late 19th and early 20th centuries following the construction of the railway in the 1880s. Following the mid-20th-century collapse of the tobacco economy, the town underwent radical transformation and many of the earlier buildings were demolished.

Other significant historic resources within Chase City recorded at VDHR include:

- *Chase City High School (current Maple Manor Apartments) (VDHR 186-0002)*. Constructed in 1908 by Roanoke architect H. H. Huggins, this Georgian Revival school is listed on the National and State registers.
- *Keel Hall (VDHR 186-0003)*. A late 19th-century Italianate/Queen Anne dwelling constructed around 1884 at the onset of Chase City's primary period of growth.
- *MacCallum More Gardens (Hudgins House and Gardens) (VDHR 186-5001)*. This one-story frame house, designed by Richmond architect Carl M. Lindner, was constructed in 1928 for Mr. Edward Wren Hudgins, a delegate to the Virginia General Assembly and Virginia Supreme Court judge and Chief Justice. Much of the material used to construct the building was taken from older houses in the region. Hudgins' wife, Lucy, created the extensive gardens on the property and their son, William Henry Hudgins, a senior aide to General Eisenhower and personal aide to President Truman, introduced a large collection of statuary to the gardens. The property was opened to the public as a museum in 1996 and houses a large collection of prehistoric Native American artifacts, an exhibit devoted to the late 19th-century Chase City African-American boarding school known as the Thyne Institute, as well as an exhibit devoted to the Mecklenburg Mineral Springs Hotel (1903-1906). The property is considered eligible for listing on the National Register of Historic Places.
- *Chase City Armory (VDHR 186-5002)*. The Armory was constructed in 1909 by citizens of Chase City on land donated by citizens of the town. Following disbanding of the local National Guard in 1955, the Armory was turned over to the town. Since then the building, deemed eligible for NRHP listing, has been used by the Red Cross and, until 1982, housed the Chase City Library.
- *Shadow Lawn (VDHR 186-5004)*. Located at 27 N. Main Street, Shadow Lawn is a National Register property and Virginia Historic Landmark. The original house, constructed ca. 1834, was substantially remodeled in 1869-70 by notable local builder Jacob W. Holt for George Endly, one of the co-founders of Chase City. The building is referred to as Chase City's "key landmark structure."

- *St. James Episcopal Church (VDHR 186-5013)*. A wood-framed church at 338 E. Fourth Street constructed ca. 1888, possibly using materials from an earlier Episcopal church.
- *South Side Supply Co. Lumber Warehouses (VDHR 186-5017)*. An early 20th-century (ca. 1925) timber framed building and a later (ca. 1950) cinderblock structure constructed by the South Side Supply Company, Inc. During its early 20th-century heyday, the South Side Supply Company complex included a flour mill, cotton gin, ice plant, wood yards and lumber warehouses, feed storage, feed and paint outlets, and a sash and door warehouse. The property is NRHP-eligible.

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Tobacco Heritage Trail

Potential Interpretive Themes

Introduction

This summary of potential interpretive themes is based on an extensive review of recorded architectural and archaeological resources within Virginia Department of Historic Resource Library and Archives in Richmond, Virginia, and a summary review of regional and county-specific histories and other selected secondary publications. Due to the large area of Southside Virginia covered, the information contained within this document is intended to provide only a general summary of regional history and to outline potential interpretive themes suggested by recorded historic properties located within or adjacent to the proposed Tobacco Heritage Trail (THT) corridor. Additional interpretive themes relevant to the project can be proposed, and the lists of known resources cited below with respect to individual themes should not be considered exhaustive.

This document identifies and outlines eleven broad historical themes that offer interpretive opportunities for the Tobacco Heritage Trail. Various known historic resources in proximity to the THT are also suggested that illuminate these diverse interpretive themes. The eleven interpretive themes presented below are:

- **Tobacco** – the role of tobacco in shaping the economy, society, and landscape of Southside Virginia (Towns/Communities, Farms/Plantations, warehouses, prizeries, factories, barns, etc.)
- **Transportation** (Railroads, Roads, Canals, Bridges, Ferries, Fords, Stone Road Markers)
- **Trade and Industry** (non-tobacco related activities characteristic of the Southside during various historic periods such as milling, mining, factories, construction, etc)
- **Natural Resources** (springs, rivers, copper, iron, coal);
- **Education**
- **Religion**
- **Recreation & Entertainment** (hotels, theatres, race tracks, fishing and other water-related activities)
- **Civil War and other Military History**
- **Native American Cultural History**
- **African American Cultural History**
- **Local Government Facilities** (courthouses, jails)

While each of the potential interpretive themes is intended to address specific aspects of Southside history and/or resources along the THT, many interpretive themes overlap in subject matter with one another and many of the identified historic resources speak to multiple themes.

Tobacco

In light of its widely recognized role in defining the particular character of Southside history and landscape, the cultivation, processing, inspection, and sale of tobacco already exists as the primary unifying theme of the Tobacco Heritage Trail project. Tobacco was grown and used by American Indians, slaves, Free Blacks, Whites and African Americans prior to and following Emancipation. Large and small farmers as well as sharecroppers and tenant farmers grew tobacco. Tobacco was cured and prized at the small scale in barns on individual farms and in local communities, and at the large scale in urban company owned barns and prizeries. Tobacco was inspected and shipped from several commercial centers in Southside Virginia between the eighteenth and twentieth centuries. Tobacco was manufactured into chewing tobacco and cigarettes by factory magnates and laborers alike.

Within the larger Tobacco Heritage Trail project area, two types of tobacco were grown, a dark leaf tobacco predominant during the eighteenth century and early nineteenth centuries, and a bright leaf flue-cured variety that grew in importance from the mid-nineteenth century onwards. The cultivation of tobacco as well as the associated processes of curing, inspection, storage, sale, and shipment out of the region ultimately played a fundamental role in shaping and structuring the rural and urban landscape of Southside Virginia. The plantation and farm field system as well as architectural types and building location directly reflected the nature and social relationship of tobacco cultivation. The location and orientation of roads, and the establishment of canals and rail lines was influenced by tobacco. Tobacco helped found many small towns and commercial centers near riverine, road or railroad transportation corridors.

The Tobacco Heritage Trail project area has numerous fine examples of tobacco-related facilities representing all aspects of production from its cultivation to processing to shipment. Numerous large plantations and many small farms from the late eighteenth to the early twentieth century continue to dominate the rural landscape. Several of these farm properties are listed on the State and National Registers, both because of their association with regionally and nationally significant individuals as well as their architectural and broader historical significance. Potential interpretation at such sites could address the labor-intensive cultivation of tobacco by both free and enslaved, the types of tobacco produced and their uses, the curing process and the development of bright leaf tobacco production, and the relationship between Southside tobacco production and national and global demand. Interpretation within historic tobacco commercial centers such as South Hill, Clarksville, Scottsburg and South Boston could focus on the industrial curing of tobacco leaf in large scale barns, the grading process, its storage and inspection in warehouses and packaging in prizeries as well as the relationship between the development of rail transportation and Southside's urban centers.

Archaeological sites such as the late 19th-early 20th-century Rudd Branch Ridge complex (44MC0515, 44MC0516), early 19th-century Occoneechi Plantation (44MC0318), and the Tobacco Row complex (44HA0237, 44HA0243) a nineteenth to twentieth century tobacco farm, have the potential of contributing to the increased knowledge of tobacco culture in Southside Virginia and to be focal points for historical interpretation along the planned trail.

Transportation

Regional and inter-regional transportation corridors and networks are of longstanding importance in shaping the Southside landscape and, of course, give form to the Tobacco Heritage Trail. Archaeological evidence indicates that the region's major river valleys provided both natural transportation corridors and served as focal points for settlement over the long course of some 12,000 years of Southside prehistory. Early Euro-American exploration and settlement of the

region largely followed existing Native American inter-regional trading paths and these preexisting routes formed the core of the developing system of historic roadways that provided the primary means of transportation during the 18th and much of the 19th centuries. While the region's river valleys were of great importance to the developing historical agricultural economy, the major rivers were not easily navigable and, as they flowed southeast into the Albemarle Sound, provided relatively poor corridors for the movement of people and produce. Nevertheless, by the early 19th century, flat-bottom long boats (batteau) were being used to move tobacco towards roads leading to the Petersburg and eastern Virginia markets. Organization of the Roanoke River Navigation Company of Virginia in the second decade of the 19th century led to the construction of canals and other navigation features that allowed tobacco to be shipped by water over ever greater distances towards early railroads in North Carolina. By the mid-19th century, railroads had entered the Roanoke River Valley. Railroads played an instrumental role in the shipping and marketing of tobacco and other cash crops for the Tobacco Heritage Trail project area. Particularly during the late nineteenth century, railroads led to the birth of numerous small towns and commercial centers along these all-important transportation corridors. Railroads constructed within the THT project area include the Roanoke Valley Railroad (1855, running south from Clarksville into North Carolina), the Richmond and Danville (completed to Danville in 1856), the Richmond and Mecklenburg (construction initiated in 1858 to connecting Clarksville to the Richmond and Danville line), the Atlantic and Danville (1889-1891), the Seaboard Air Line (1900), and the Virginian Railroad (1905-1907). A high speed rail line is currently being planned that may traverse from south to north the THT project area.

In addition to the former railroad beds that the Tobacco Heritage Trail will follow, many mid-to-late nineteenth century depots were built in the Tobacco Heritage Trail project area. Historic depots and railroad yards exist in small and large towns alike and along the planned route of the THT include the Lawrenceville Depot (ca. 1890), the South Hill Railroad Station (1924), the Baskerville Railroad Depot (n.d.), the Antlers Depot (1900), the Virgilina Train Station (1930), the Victoria Railroad Station and Roundhouse (1906), the Keysville Railroad Station (1915), and the Saxe Railroad Depot (1902). Possible interpretative stations placed at these architectural resources could discuss the arrival of the railroad in Southside and its impact on agricultural production, tourism and regional commerce.

Historic roads and trails within the Tobacco Heritage Trail project area include an Indian trail leading from Petersburg to Occaneechee Island and southwards, the Old Lawrenceville Stage Road, the Lawyer's Road (current Rte. 46), the Kings Road / Highway (current Rte. 626), the Boydton Petersburg Plank Road (current Rte. 1 and 651), and more recently the Southern National Highway (early 20th c.) through South Hill and Clarksville. Ordinaries and taverns were strategically placed along these roads to serve travelers. Several fine examples of taverns exist within the project area including Boyd's Tavern (ca. late 18th c.), the Denniston tavern (ca. 1770), and the Aspen Hall tavern (ca. 1700).

Bridges, fords, ferries and highway markers associated with early overland travel also present unique interpretive opportunities. As the early historic transportation network largely cut across the grain of the southeasterly flowing waterways, ferries, fords, and bridges were significant features and often focal points of some of the Southside's earliest historic communities. During later periods, turnpike and railroad companies built more elaborate bridges. The Gholson Bridge (1884) on Rte. 715 over the Meherrin River, the Staunton River Richmond & Danville Bridge (1902), the Humpback Wooden Bridge crossing a rail line on Rte. 681, and a triple arch stone Richmond & Danville Railroad bridge (1855) over Birch Creek are all fine examples of the use of materials, engineering and craftsmanship. The locations of natural fords, such as Mossing Ford, and ferries, such as an unnamed ferry-crossing site (041-0312) near the confluence of Wynn's

Creek and the Dan River, important nodes early on in the settlement of eighteenth and nineteenth century, are still present within Southside Virginia. Highway markers, generally of carved stone, served to communicate direction and distance for destinations.

Trade and Industry

As elsewhere in the early Commonwealth, various small- and large-scale industries developed alongside the predominant agricultural economy in rural Southside Virginia. Small industry was essential to economic development within a rural agricultural countryside. In addition to the tobacco processing industry, mills for producing flour and lumber; wagon makers, saddleries, stables, and inns/taverns vital to overland transportation needs, and tailors, boot and shoe makers, and general stores all provided important products and services to the region. In addition, extractive industries centered on natural deposits of coal, copper, and iron complemented the dominant agricultural economy. Through much of the later 19th and early 20th centuries, various “lithia springs” throughout the region provided another natural resource to be packaged, sold and shipped as well as the basis for a increasingly important local tourism and health-related industry. By the mid-20th century, the impoundment of the John H. Kerr reservoir made the generation of hydroelectric power and water-related tourism important Southside industries.

Numerous historic mill sites and associated features, including Price’s Mill (44BR0010) a nineteenth century mill seat; the Victoria Roller Mill an early twentieth century industrial mill in Victoria; Carrington’s Mill and Mill Race (44CH0075) a late eighteenth century mill seat near Saxe; Roger’s Mill (44HA0248 and 0249) a nineteenth century mill seat east of News Ferry; the Halifax Flour and Feed Roller Mill, a ca. 1915 commercial mill; and Falkner’s Mill Dam near Clover Landing are located within the project area. Interpretive possibilities at these sites include a discussion of the harnessing and importance of waterpower, and the role of milling in a tobacco economy.

Although mining was not a significant industry within the Tobacco Heritage Trail project area, mineral resources such as copper, coal and iron were extracted in limited areas. Archaeological evidence exists from the region and the broader mid-Atlantic Piedmont and Tidewater to indicate that native Southside copper played an important role in late prehistoric American Indian trade and social organization. Furthermore, the potential for copper mining drew at least some of the earliest Euro-American settlers to the region. In the vicinity of Virgilina, quartz vein copper and coal mines were opened and prospered in the late nineteenth century. Near the small town of Tobacco, iron ore was also mined (44BR0074) for a short period during the late nineteenth century. In each of these limited cases, capital and technology took advantage of known resources to feed an expanding mineral market. Potential interpretive themes at these sites include the process of mining specific mineral resources, and the collapse of copper ore prices and the insipient copper mining industry in the early twentieth century.

The commercialization of local springs, the subsequent development of hotels and resort spas, and the bottling and marketing of Lithia water played a significant role in attracting visitors to the Tobacco Heritage Trail project area during the 19th and early 20th centuries. Commercially operated springs and spas were located at Buffalo Springs in Mecklenburg County, and Cluster Springs and News Ferry in Halifax County. In 1728, William Byrd described the waters at Buffalo Spring as “what Adam drank in paradise.” Lithia water was a mineral water containing Lithia salts. Lithium is used in the treatment of bipolar disorder and is known to be a mood-stabilizing drug. Late-19th-century railroads made Southside’s springs and resorts more accessible to and popular among tourists in the Tidewater area, and also allowed bottled water to be shipped to major east coast markets and beyond.. Mid-to-late-19th-century resorts and spas were centered

around their mineral water springs and were designed as healing landscapes with individual cottages or cabins for guests, spring houses, bath houses, gardens walks, and park-like landscapes. Interpretation at these sites can document the history and development of Lithia mineral water springs, the marketing and distribution of bottled Lithia water, and the impact of railroads.

Other small scale industries within the Tobacco Heritage Trail project area include the ca. 1842 tailor's shop / J. Y. Hutchinson Law office in Boydton, the ca. 1858 Russell and Son Wagon Factory west of Boydton, the Woodside store (early 20th c.) in Harmony, Mason & Roby Mule Stables (1915) in Kenbridge, the H. R. Robinson Grocery store (1909) and Lunenburg Drug Company (1910s) in Victoria, the M. P. Lipscomb General Store and Funeral Parlor (late 19th c.) in Saxe, and the South Clover General Store (1930). These businesses testify to the diversity and influence of ...

The Tobacco Heritage Trail project area was also home to several prominent builders in the nineteenth century construction industry. Freeman Rivers, a Free Black residing in Brunswick County, was a prominent carpenter who produced all the ornamental woodwork on the Millville plantation residence (early 19th c.) south of Alberta. Freeman Rivers ended up being drafted and building bridges for the Confederate Army. Dabney Cosby Sr. and his son Dabney M. Cosby, settled in Halifax County and were responsible for the construction of numerous prominent landmarks in the project area including Grand Oaks (1820s); the Old Halifax Academy (1830); Glennmary (1834); Halifax County Woodside (1837); Courthouse (1838); St. John's Episcopal Church (1844); the Episcopal Rectory (1845); and Creekside (mid-19th c). Interpretation at these sites can document the lives of these craftsmen and builders and the details of the properties they worked on, and discuss the role of Free Blacks in antebellum Southside Virginia.

Education

The education of black and white students during the nineteenth century in rural Southside Virginia was largely privately promoted. During the early nineteenth century, Randolph Macon College west of Boydton, then a Methodist men's college, and the Old Halifax Academy in Halifax were founded in the 1830s for the education, typically, of privileged white males. Many of the original buildings that composed these small campuses still stand. During the late nineteenth century the Cluster Springs Boys School (Cluster Academy) and the Scottsburg Normal College (1893) were founded, also for white men and women. In the late nineteenth century, the African American community responded to meet the desperate need for educating freedmen. Individuals and religious organizations founded Saint Paul Normal and Industrial School (1882) in Lawrenceville, the Halifax Normal Institute / Mary Bethune High School (1897) in Halifax, and the Bluestone Harmony Academy (1898) west of Keysville. The education of African Americans continued to be nationally promoted in a partnership between Booker T. Washington and Chicago philanthropist Julius Rosenwald black communities throughout Southside Virginia. Under the Rosenwald program numerous rural schoolhouses were opened for African-American education, including the Pleasant Grove School near Charlie Hope, St. Paul's Chapel southwest of Alberta, and the Clover School in Clover. Women also saw advances in educational opportunities during the late 19th century with the founding of the Mecklenburg Female Seminary (1872) in Boydton, and the Scottsburg Normal College (1893). Other early 20th-century rural school houses within the project area include the Saxe Schoolhouse (1910) in Saxe, the Mountain Road Colored School (1919) west of Halifax (now home to the L.E. Coleman African-American museum), and the Harmony School (1920) in Harmony.

Potential interpretive themes at these sites could include the establishment of secondary educational institutions in 19th-century Southside Virginia, the role of religious associations in founding educational institutions, and Rosenwald schools and their legacy in the African American community.

Religious Facilities

Historically, religion has played and continues to play a prominent role in the Southside Virginia culture. Religious institutions were established early on in the eighteenth century frequently using private homes as places of worship. In eighteenth century Southside Virginia the Episcopal church, the Church of England, was predominant. Counties were divided into Parishes and every resident of a Parish was considered a defacto member of the Church. By the late eighteenth to early nineteenth century, Baptist, Methodist and Presbyterian religions began to take hold subsequently spreading and flourishing over time. Innumerable church structures dating from the early nineteenth to the early twentieth century are found throughout the Tobacco Heritage Trail project area. Frequently these churches also have related historic cemeteries associated with them.

Recreation / Entertainment Facilities

Entertainment and recreational activities common in the Tobacco Heritage Trail project area have varied in both form and scale over time. From the mid-eighteenth century onwards, horse racing was a popular participatory and spectator sport throughout all social levels in the Commonwealth. Within the Tobacco Heritage Trail project area, horse racing tracks were established at Pleasant Grove (late 18th c.), Merrymount (late 19th c.), and Lawrenceville (early 19th c.). Races could be either an informal challenge between two parties, or a formally scheduled race with a schedule and prizes. In 1915, Brunswick Hall plantation was established as a hunt plantation, a club for the social elite. Interpretation at these sites could document the history of regional horse racing and breeding over time.

Historic hotels were established and prospered with the arrival of the railroad in both small and large towns alike. Extant hotels in the Tobacco Heritage Trail project area include the Charlotte Hotel (1907) in Keysville, the Kenbridge Hotel (1915), and the La Crosse Hotel (1917). During the early to mid-twentieth century, small theatres were cultural centers where vaudeville acts and early movies played. Theatres such as the Colonial Theatre (1925) in South Hill, and the Simplicity Drive-In Theatre (1945) represent community centers that provided popular entertainment for a rural populace in the early and mid-twentieth century. Interpretation at these sites could discuss

Staunton River State Park was established in 1936 and is one of the six original state parks. It is located on 1,597 acres along the shoreline of the John H. Kerr Reservoir / Buggs Island Lake, at the confluence of the Dan and Staunton rivers and offers swimming, camping, picnicing and hiking. Many of the park's facilities date to the Works Progress Administration era. Between 1933-1938, two Civilian Conservation Corp camps developed the park and built two a swimming pool, cabins, campground, picnic area, boathouse, and bathhouse.¹ The Staunton River State Park Battlefield was established in 1955 when the Department of Conservation and Recreation took ownership of the 6 1/2 acre battlefield site including the earthworks and known as Fort Hill. Management of the small, isolated property was assigned to the Staunton River State Park. In the

¹ Other CCC-era sites within the Southside Virginia project area include the Lawrenceville baseball diamond and swimming pool , ca. 1934-1935.

early 1990s as the United Daughters of the Confederacy and surrounding communities coalesced to protect the battlefield from encroaching development. As a result, the railroad donated the historic bridge, earthworks were restored, and federal funds were received for constructing Greenway between Fort Hill and Randolph. Interpretation at this site can address the history of the State park system, the role of the Civilian Conservation Corp in building the park, and the merits and significance of the extant CCC-era structures.

Occoneechee State Park was initiated in 1944 when the Commonwealth began leasing land for recreational purposes from the Army Corps of Engineers. From several hundred years prior to Contact, the Occoneechee people had lived on an island in the Roanoke River near what would become Occoneechee State Park. In 1676, Nathaniel Bacon led a successful attack that destroyed the Occoneechee people. Governor Berkeley and Virginian government did not approve of Bacon's actions. In the early nineteenth century, William Townes built a plantation that included a large residence, stables, smokehouse, quarters and gardens in this location.

The John Kerr / Buggs Island and Lake Gaston impoundments have provided fishing, boating, camping, hiking and hunting and other recreational activities for regional residents and visitors since the 1950s. Constructed by the Army Corps of Engineers between 1947-1953, the John Kerr dam was constructed primarily to provide flood control and to generate hydroelectric power. The reservoir encompasses 900 miles of wooded shoreline stretch across Charlotte, Halifax and Mecklenburg counties in Virginia. Lake Gaston was formed by construction of a dam in 1963 by the Virginia Electric Power Company to generate hydroelectric power. The dam is located in North Carolina and the lake encompasses 350 miles of shoreline across Brunswick and Mecklenburg counties in Virginia. Interpretation at this site can discuss the importance of hydroelectric generated power, and the history of dam construction and water impoundment.

Civil War sites

Perhaps the most significant military action of the Civil War to take place within the Tobacco Heritage Trail project area was the battle for the Staunton River Bridge, a covered bridge of the Richmond and Danville Railroad crossing the Staunton River at Roanoke Station (Randolph). The bridge was significant because it was an important link in the ability of the Confederate Army to supply R. E. Lee's troops defending Petersburg, Virginia. During the third week of June, 1864, approximately 5,000 Union cavalry marched southwest from the Petersburg area towards Southside following the Richmond & Danville line and destroying tracks and stations on their way. The bridge over the Staunton River was defended by approximately 300 Confederate troops under the command of Captain Benjamin Farinholt. Farinholt had only six pieces of artillery, a star fort, Fort Hill, and several defensive trenches and rifle pits. On hearing word that a Union detachment was advancing on his position, Farinholt recruited approximately 650 more volunteers, some of whom were old men and students. On the morning June 25, 1864, the Union cavalry attacked and were repelled by Confederate fire four separate times. On the fourth charge a small Confederate division also attacked the rear of the Union Army forcing a two sided battle. In the cover of darkness, the Federal Cavalry retreated back to Petersburg leaving the covered bridge intact. Fort Hill (44HA0096) and many defensive earthworks from the period are still present within the Staunton River Bridge Battlefield Park.

Other less significant sites of Civil War activity are also present within the Tobacco Heritage Trail project area. They include, a possible earthwork (44MC0488) located along Maple Drive approximately 1 mile southeast of South Hill, Confederate camp sites in the Scottsburg vicinity, and Union troop raids in Lawrenceville, Drakes Branch, and numerous railroad tracks, depots,

bridges and industrial facilities that were destroyed as a result continuous Union raiding. Interpretation at these sites can address the defense of Southside Virginia by regular troops and private citizens against the destructive raids of Union troops, and the extensive damage caused to the agricultural economy and private property.

American Indian Cultural History

Archaeological evidence supports the fact that American Indians have occupied the Tobacco Heritage Trail project area for at least twelve thousand years. Outside of the project area however, but within larger Southside Virginia, material culture recovered from the Cactus Hill site in nearby Sussex County suggests an even earlier date for American Indian occupation. Since European contact, American Indians have continuously maintained a significant presence within the Tobacco Heritage Trail project area.

The Dan, Meherrin and Roanoke River Valleys, their adjacent drainages and associated uplands, provided a rich and abundant environment for the earliest human occupants of the region. The Tobacco Heritage Trail project area contains a wealth of identified archaeological sites from all cultural periods including PaleoIndian (12,000 – 10,000 years before present), Archaic (10,000 – 3,200 years before present) and Woodland (3,200 – 400 years before present). In fact Mecklenberg County is second only to Dinwiddie in the quantity of PaleoIndian fluted point finds in Virginia.

Identified archaeological sites within the Tobacco Heritage Trail project area suggest evidence for human occupation of the larger region is strongest during the Archaic and Woodland periods. In areas where extensive archaeological survey has been conducted (the Kerr Reservoir, Lake Gaston, Staunton River State Park, and Clover Power Station areas), archaeological data demonstrates heavy utilization from the Early Archaic to Late Woodland periods.

Site types represented within and adjacent to the Tobacco Heritage Trail project area are temporary and seasonal camp sites, work areas, and resource procurement sites, and more permanent village and house sites with associated storage pits and burials. Most of the identified sites are located adjacent to or near a water source.

Several important archaeological sites within the Tobacco Heritage Trail project area are the Reedy Creek Site (44HA0002) a National Register listed Late Archaic to Late Woodland upper terrace site overlooking the Dan River containing palisaded Late Woodland houses, storage pits, burials; 44HA0020, 44HA0021, 44HA0034 all Late Woodland Village sites on the Dan River southwest of News Ferry; the Wade Archaeological Site (44CH0062), a National Register listed Late Woodland village and ancestral Sappony site located on the Staunton River adjacent to the Staunton River Bridge Battlefield State Park; and the Elm Hill Archaeological Site (44MC0078) a National Register listed Late Woodland palisaded village on the Roanoke River near Elm Hill. Significant numbers of Archaic to Woodland period sites are also found in Occoneechee State Park, along the Elm Hill spur trail overlooking Reedy and Allen Creeks, in the Elm Hill vicinity; in the Clover Power Plant vicinity; and west of Fort Hill on the south bank of the Staunton River. Two sites, 44HA0007, a Late Woodland village site, and the Abbyville Archaeological Complex (44HA0065) are now submerged by the John H. Kerr Reservoir.

Of particular significance the Fort Christanna archaeological district, located southwest of Lawrenceville on the Meherrin River, contains a significant Sappony village site and Colonial era Fort Christanna, a five sided star-shaped fort on a hilltop overlooking Meherrin River. In 1714,

the Commonwealth established new territorial lands for the Sappony on the south side of the Meherrin River. During the same year, Fort ‘Christ Anna’ was established by Governor Spotswood for monopolistic control of regional trade, provide protection and ultimately control the Native American population. In addition to trade, an Indian school was established at the fort. Shortly after the establishment of Fort Christanna, a Sappony village was established in an adjacent floodplain to pay annual tribute and ‘demonstrate submission.’ The Sappony village was likely occupied up through 1730.

The Christie General Store (041-5281), a National Register eligible property along Highway 96 in the town of Christie, is also associated with the local Sappony population and cultural tradition. During the late nineteenth and early twentieth centuries, the owner of the Christie Store extended credit to local Sappony tobacco farmers enabling them to survive economically depressed times and regional discrimination. The Christie Store has also served as a popular community gathering place for the Sappony.

Interpretation at American Indian sites could discuss the cultural history of the Sappony and Occoneechee peoples, what pre-Contact life was like in Southside Virginia, the changing relationship between the native population and Colonial Americans, and pre- and post-state recognition life in the High Plains of Virginia and North Carolina.

African American Cultural History

African American residents of the project area have contributed significantly to the history and development of Southside Virginia. Significant historic resources with African American connections dating to the pre-Emancipation period must necessarily include all of the plantations and farms where enslaved Africans labored in any capacity. In addition, the former slave auction sites at Red Hill and Millville represent a unique opportunity to talk about how slaves were considered property and that auctions frequently broke up family units. Interpretation at these sites can include a discussion of the legacy of slavery, the role of enslaved Africans in the rural agricultural economy, and the tenuous relationship between blacks and whites in eighteenth and nineteenth century Southside Virginia.

African American landmarks of the post-Emancipation period within the Tobacco Heritage Trail project area represent the efforts of Black communities and individuals to provide opportunities for advancement and security, and to integrate themselves into the agricultural economy of the late nineteenth and early twentieth centuries. Of primary interest are the numerous late nineteenth to early twentieth century sites that represent African American educational facilities (discussed above), established by individuals, communities, or religious associations. In the late nineteenth century, the Church Home for Aged, Infirm, and Disabled Colored People near Lawrenceville was established for African Americans. This National Register listed property is located on Sherwood plantation and was initiated by Pattie Hicks Buford.

Local Government Facilities

Several National Register level historic Courthouse complexes are found throughout the Tobacco Heritage Trail project area. They include the Brunswick County Courthouse complex in Lawrenceville (courthouse, jail, clerk’s office), the Halifax County Courthouse (1838), the Lunenburg County Courthouse (1787), and the Mecklenburg County Courthouse (1838) in

Boydton. Two historic jails, in Brunswick and Boydton (1890), are also found within the project area.

The Brunswick County Poor House Buildings complex (1830) near Naptha, represent a local level response to Parishes, and later Counties, were responsible for the welfare of the poor, orphaned and indigent in their area. Annual funds were designated to pay a landlord to feed and house those that could not care for themselves.

Other public institutions that lie within the project area are the Old Library Building in Halifax, a mid-twentieth century public library built with funds donated by Ambassador David K. E. Bruce. Originally from Charlotte County, Bruce also built a library for Mecklenburg and many other Southside Virginia counties.