NPS Form 10-900
(Rev. 8-86)

VLR- 12/13/88

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

Listed On	
VLR:	12/121988
Fed DOE:	3/20/1989

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Catoctin Rural Historic District DHL File No. 53-12

other names/site number N/A

2. Location

street & number Area defined by the Potomac River to the north and east, Catoctin Mountain to the west, and Morven Park and Route 837 to the south. [ ] not for publication N/A

city, town Leesburg [X] vicinity

state Virginia code VA county Loudoun code 107 zip code 22075

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property: Contributing	Noncontributing	
[X] private	[ ] building(s)	662	621	buildings
[X] public-local	[X] district	16	0	sites
[ ] public-State	[ ] site	4	8	structures
[X] public-Federal	[ ] structure	0	0	objects
	[ ] object	682	629	Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 43

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [X] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

A Duncan Mitchell — Jan. 31, 1989

Signature of certifying official — Date

Director, VA Division of Historic Landmarks

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

[ ] entered in the National Register.
[ ] See continuation sheet.

[ ] determined eligible for the National Register. [ ] See continuation sheet.

[ ] determined not eligible for the National Register.

[ ] removed from the National Register.

[ ] other, (explain:)

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
DOMESTIC: single dwelling	DOMESTIC: single dwelling
AGRICULTURE: agricultural outbuilding	DOMESTIC: secondary structure
DOMESTIC: secondary structure	AGRICULTURE: agricultural outbuilding
TRANSPORTATION: water-related	COMMERCE: department store
RELIGION: religious structure	RELIGION: religious structure

7. Description

see continuation sheet

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)	
GEORGIAN	foundation	STONE
FEDERAL	walls	BRICK
GREEK REVIVAL		WOOD
see continuation sheet	roof	METAL
	other	WOOD
		CONCRETE

Describe present and historic physical appearance.

SUMMARY DESCRIPTION

The Catoctin Rural Historic District consists of approximately 25,000 acres of picturesque rolling farmland in northern Loudoun County. Primarily devoted to livestock and agricultural production, the ten-mile-long and six-mile-wide irregularly shaped area is situated immediately north of the Leesburg town limits and is geographically defined by the Catoctin Mountain range to the west and the Potomac River to the north and east. U.S. Route 15 traverses the district from north to south while secondary roads, some only unimproved dirt roads, provide a circulation network that has changed little since the preceding century. Although the district is best characterized by broad pastoral farmland, some acreage in the northeastern area of the district and along the eastern slope of Catoctin Mountain, is heavily forested. Known for its natural springs and large limestone outcroppings, the area is laced with four major streams -- Limestone Branch, Big Spring Branch, Black Swamp Branch, and Clarks Run -- which are all tributaries of the Potomac River. Contrasting with the numerous small Quaker farms that characterize the Goose Creek Rural Historic District in central Loudoun County (listed in the National Register in 1981), the Catoctin District contains many large estates, especially in its southern half below Lucketts, as well as small farms that feature a wealth of historic buildings and structures dating from the late eighteenth to the early twentieth centuries. Besides containing elegant mansions representing the late Georgian, Federal, Greek Revival, Italian Villa/Second Empire, Queen Anne, Colonial Revival, and Craftsman architectural styles, the district also features representative examples of vernacular buildings dating from throughout the period of significance. Farmhouses, domestic outbuildings, agricultural buildings, churches, schoolhouses, general stores, and bridges in the district are constructed of log, stone, brick, precast concrete, concrete block, and frame building materials and represent a continuum of changing cultural and agrarian developments and life styles of the past two hundred years.

ARCHITECTURAL ANALYSIS

The abundant water sources and very fertile limestone-rich lands that comprise the Catoctin Rural Historic District assured early-eighteenth-

[X] See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
AGRICULTURE	LATE 18TH CENTURY TO	N/A
ARCHITECTURE	1930s	
TRANSPORTATION		

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Lind and Murdock - architects
Noland and Baskervill - architec
see continuation sheet

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

STATEMENT OF SIGNIFICANCE

The Catoctin Rural Historic District is a picturesque farming community located in northeastern Loudoun County. Scattered through the rural landscape are several small communities, including Lucketts, Mount Pleasant, Black Swamp, and Stumptown. The district lies between Catoctin Mountain on the west and the Potomac River to the north and east. The patterns of settlement, as well as the transportation systems, in northern Loudoun County were dictated in part by the land and water features there; these patterns have changed but little over time. Catoctin Mountain formed both a cultural and a physical barrier to settlers, separating the predominantly Tidewater plantation society within the district from the smaller Quaker and German farms to the west. The river was used to carry people and produce downstream to eastern ports; ferries connected the district with Maryland markets to the north. Although six ferries operated in Loudoun County (four of which were located in the district) during the eighteenth and nineteenth centuries only two buildings associated with them are extant. From its earliest settlement by Tidewater planters in the mid-eighteenth century through the establishment of large-scale dairy and livestock grazing farms in the early twentieth century, the fertile Catoctin area was important to Loudoun County's agricultural economy. The district also was a leading producer of wheat and other grains in Virginia. Its numerous well-preserved farmsteads contain a variety of agricultural outbuildings, ranging from nineteenth-century frame barns and corncribs to early twentieth century stables and dairy barns. The farmhouses range from modest vernacular stone and log buildings of the early nineteenth century to elegant high-style mansions of the early twentieth century. Architectural styles represented in the district include the Georgian, Federal, Greek Revival, Italian Villa, Queen Anne, Colonial Revival, and Craftsman. Among the most notable individual properties in the district are those individually listed on the National Register of Historic Places, such as Morven Park, Rockland, and Ball's Bluff Battlefield and National Cemetery.

☒ See continuation sheet

9. Major Bibliographical References

SEE CONTINUATION SHEET 9.2

[X] See continuation sheet

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [x] previously listed in the National Register (43)
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [X] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Specify repository:

VA Division of Historic Landmarks
221 Governor Street
Richmond, VA 23219

10. Geographical Data

Acreage of property approx. 25,000 acres

UTM References

	Zone	Easting	Northing
A	18	289150	4345530
B	18	281640	4333950
C	18	276960	4331790
D	18	270020	4335580

E-18/277240/4339660 F-18/277360/4341800
G-18/279680/4350420

[ ] See continuation sheet

Verbal Boundary Description

[X] See continuation sheet 10.2

Boundary Justification

[X] See continuation sheet 10.2

11. Form Prepared By

name/title David A. Edwards, architectural historian; John S. Salmon, historian
organization Virginia Division of Historic Landmarks date December 1988
street & number 221 Governor Street telephone (804) 786-3143
city or town Richmond, state VA zip code 23219

6. HISTORIC FUNCTIONS:

EDUCATION: school
COMMERCE: department store
DEFENSE: battle site

CURRENT FUNCTIONS:

DEFENSE: battle site

7. ARCHITECTURAL CLASSIFICATION:

ITALIAN VILLA
QUEEN ANNE
COLONIAL REVIVAL
BUNGALOW/CRAFTSMAN
OTHER: I HOUSE

8. ARCHITECT/BUILDER:

Macomber, Walter M. - architect
Frye, David William - builder
Grubb, Benjamin - builder
Stout, John L. - builder
Fry, Jewell - builder
Spring, Eddie - builder
Stocks, Joshua - builder
Spring, Jonah - builder
Divine, Elbert - builder
Bowman, Charles - builder

century settler farmers substantial harvests of tobacco, wheat, and other cereals. In fact, the lands were so desirable that by the mid-eighteenth century much of it had already been acquired and divided into large tracts by speculators and wealthy Tidewater planters. Desirous of providing established plantations for their younger sons in the days of primogeniture, the Mason, Carter, Lee, and Ball families secured large land holdings in eastern Loudoun County as an inheritance for their younger offspring. Their planter sons in turn extended traditional Tidewater farming practices to the Loudoun frontier in establishing large landed estates devoted to the cultivation of tobacco and, later in the eighteenth century, wheat and other grains and relying upon slave labor for production. Eighteenth-century buildings in the area, few of which have survived to the present, reflect Tidewater building practices that were firmly rooted in English building traditions.

In contrast, the lands immediately west of the Catoctin Mountain range, which served as a physical as well as a cultural barrier between eastern and western Loudoun, were primarily settled by English Quakers, Germans, and Scotch-Irish from Pennsylvania and Maryland. Farms in western Loudoun tended to be small and did not depend upon slave labor. Not surprisingly, settlers there built stone, brick, and log houses and farm buildings that related to familiar examples of eighteenth- and early-nineteenth-century domestic and agricultural architecture in eastern Pennsylvania.

Mason family homes dominated the southern half of the district during the eighteenth and early nineteenth centuries. Raspberry Plain was supposedly built in 1771 for Thomson Mason, youngest brother of George Mason of Gunston Hall. The large estate was inherited by Stevens Thomson Mason, U.S. senator from Virginia, after 1785. Although destroyed in 1910, the house that is depicted in old photographs appears to be a Georgian-style brick dwelling with gambrel-roofed brick wings. Nearby Strawberry Plain was the home of John Mason McCarty and was originally built for Aeneas Campbell, Loudoun's first sheriff. No description of the house is known to exist. Selma was built for Armistead Thomson Mason about 1815, but was destroyed shortly before the present mansion of the same name was built on the site between 1900 and 1902. All of these estates were located in an area that is still known for its large farms today.

The Catoctin District contains few, if any, examples of vernacular frame and log buildings dating from the eighteenth century. Some examples may have survived as core structures of later embellished farmhouses; however, it is often difficult to determine the age of these original buildings, especially if they have been considerably altered. Only one known eighteenth-century house in the district has survived in much of its original integrity to the present day. The house known as Noland's Ferry, a late Georgian-style brick mansion traditionally dating

from the 1770s, appears to be the oldest surviving building in the district.

The Carolina Road, an important colonial road that extended southward through Loudoun, roughly coincides today with U.S. Route 15 and VA Route 662. Important to both the tobacco and flour trade of Loudoun and to general communication between the Piedmont regions of Virginia and Maryland, the Carolina Road entered the county at Noland's Ferry on the Potomac River in the northeastern corner of the district. As early as 1748 Philip Noland established a ferry at the site and by 1778 his son Thomas Noland was owner of the lucrative operation. During the 1770s Thomas Noland is believed to have built the elegant brick house known as Noland's Ferry (#158) on a hill overlooking the ferry site. One of Loudoun County's most distinguished eighteenth-century mansions, the two-story, central-passage-double-pile-plan, Flemish-bond brick house is one of only two extant historic resources associated with ferries in the county. The other resource is Clapham's Ferry which is also located in the district. Noland's Ferry features a modillion cornice, brick stringcourse, and fanlight over the central entrance -- all characteristic elements of the Georgian style. During the 1950s two 1 1/2-story brick wings flanking the original house were added and the interior was substantially embellished in the Georgian Revival mode by Colonial Williamsburg restoration architect Walter M. Macomber. At that time a small Doric portico with a broken pediment was also added at the front and a cast-iron fence with brick gateposts was built surrounding the house and rear boxwood garden. No original outbuildings to the rear of the house have survived; however, a number of commercial buildings once clustered around the ferry site. Noland's Ferry continued to be an important transportational and commercial trade link between Maryland and Loudoun County until the Point of Rocks bridge was constructed about two miles upriver in 1850.

Chestnut Hill (#322) is another early house in the district. Situated on a ridge in the northern extent of the district, the house was built around 1800 for Samuel Clapham, who represented Loudoun in the Virginia General Assembly from 1797 to 1799. The simple two-story fieldstone house with interior end chimneys and a smaller two-story service wing was considerably enlarged in 1812 by Clapham's son-in-law, Thomson F. Mason, who was also a grandson of George Mason of Gunston Hall. Mason constructed a central-passage-double-pile-plan, two-story, fieldstone addition, the interior and exterior of which reflected the popular Federal style in architecture. The addition of a two-story flat-roofed portico and dormers were among the modifications made by the Coleman C. Gores after they purchased the property in 1930.

Based on a Mutual Assurance Society insurance policy of 1803, the farmhouse known as Prosperwell is believed to date from either the late eighteenth or early nineteenth century. Originally owned by Aaron Saunders, the two-story, three-room-plan, native fieldstone house with

interior end chimneys and small window openings, is similar to a popular farmhouse type seen most often in western Loudoun.

Three notable two-room-plan farmhouses in the district represent a popular building plan for early-nineteenth-century dwellings in the area. They are: Dry Hollow Farm (#1) on Route 837; the Frank-Arnold House (#265) on Route 15; and Macaria (#33) on Route 15. All three are two-story, five-course American-bond brick buildings with interior end chimneys, symmetrical facades, sawtooth or molded brick cornices, and small original or added service wings.

Dry Hollow Farm has an unusually long stuccoed brick service wing that was probably built in sections throughout the nineteenth century. Owned by the Harrison family since the 1850s, the farm also includes a mid-to-late-nineteenth-century frame barn and other farm buildings.

The Frank-Arnold House has an unusual four-bay facade with two symmetrically positioned front entrances. The well-preserved house also features nine-over-six double-sash windows, a rectangular transom over each entrance, a five-bay wooden porch with Victorian sawnwork, and excellent Adamesque interior woodwork. A number of nineteenth-century frame barns and farm buildings are situated near the house.

Much of the original simple character of Macaria has been obscured by the addition of several late-nineteenth-century frame additions, including a large front two-story extension with a three-sided apsidal end and a wraparound porch. The farm also features a board-and-batten meat house, several frame barns, and a nineteenth-century I-house tenant house. Two other suspected two-room-plan houses from the period include the Shry house (#109) on Route 657 and the Updike house (#183) on Route 658.

Although numerous examples of the popular early-nineteenth-century side-passage-plan dwelling abound in Loudoun County, only a few known examples in the district have survived to the present day. They include: Sunnyside Farm (#250) on Route 15; Locust Hill (#16) on Route 740; and Limestone Quarter (#28) on Route 15.

Sunnyside Farm is an interesting example of an evolutionary nineteenth-century dwelling. Beginning as a two-story, side-passage-plan, brick building with a sawtooth brick cornice, the house was expanded to the north during the mid-nineteenth century with the addition of a large two-story weatherboarded log section with exterior end stone chimneys. To complete the house's evolution, a frame and weatherboarded rear ell was added in the late nineteenth century. The farm buildings at Sunnyside Farm also represent different periods of nineteenth-century agrarian architecture. Located near the house are a mid-nineteenth-century frame

bank barn and brick blacksmith shop, and a turn-of-the-century frame equipment storage building.

Locust Hill is a sophisticated Federal-style brick house located in the southwestern part of the district. Situated on the first rise of the eastern slope of Catoctin Mountain, the Flemish-bond brick house is believed to have been built for John Thomson Mason, a nephew of George Mason of Gunston Hall and son of Thomson Mason of nearby Raspberry Plain. Although no definite date of construction has been determined, stylistically the house appears to date from the first quarter of the nineteenth century. The house features a brick water table, twelve-over-twelve double-sash windows, and a fanlight over each principal entrance. According to the present owner, the two-story front portico with stylized American order capitals is the inaugural stand from Franklin D. Roosevelt's second presidential inauguration in 1937. A number of farm buildings are seen near the house among which is an early-twentieth-century frame barn with a jerkinhead roof.

Limestone Quarter is a simple five-course American-bond brick dwelling with interior end chimneys and flared brick jack arches over each opening. The house was long used as the overseer's quarters for adjacent Rockland. A long brick addition, added in the 1940s, is architecturally compatible with the original building.

Five notable early-nineteenth-century central-passage-plan dwellings are among the most important houses in the district. The aforementioned Chestnut Hill (#322) is one of the oldest surviving houses in the district with such a plan. Other examples include: Rockland (#27) on Route 15; Temple Hall (#69) on Route 661; Red Hill Farm (#214) on Route 662; and Clapham's Ferry (#128) on Route 657.

Rockland is one of the finest Federal-style houses in the district. The house was built in 1822 for General George Rust, a prominent Loudoun resident who served in the War of 1812 and in the Virginia House of Delegates from 1818 to 1823. Individually listed in the National Register in 1987, the Flemish-bond brick house has a five-bay facade, a Roman Doric portico, an elegant modillion cornice with rope molding, and an elliptical fanlight over the central entrance with sidelights. In 1908 additions and interior modifications in the Colonial Revival mode were made to the house; however, much of the original character of Rockland was preserved. Rockland also contains many outbuildings and farm buildings that add to the significance of the property as a nearly complete nineteenth-century farm complex. An unusual two-story brick servants' quarters with a two-story gallery across the front is located to the rear of the house as is a small frame smokehouse and early-twentieth-century brick barn. At least twenty-three other pre-1938 buildings (including barns, tenant houses, and garages) are located on the seventy-nine-acre property.

Temple Hall is the best preserved early-nineteenth-century Federal-style house in the district. Located near the Potomac River in the southeastern area of the district, the Flemish-bond brick house with a five-bay facade is capped by an original hipped roof, which is rarely seen on houses of the period. A small Doric portico shelters the central entrance which is surmounted by a graceful semicircular fanlight. Tall six-over-six double-sash windows, a frieze encircling the building, and tall interior end chimneys add to the architectural sophistication of the dwelling. Built for William Temple Thomson Mason, a son of Thomson Mason of Raspberry Plain, the house was visited by General Lafayette during his celebrated tour of the United States in 1825. Accompanied by President John Quincy Adams and former president James Monroe, who was then living at his his estate in southern Loudoun County, the three witnessed the baptism of Mason's two infant daughters at Temple Hall and served as godfathers to both girls. The active farm also features a square brick smokehouse and two nineteenth-century frame barns.

Red Hill Farm represents a typical farmhouse type associated with middle-class planters in the district. A two-story three-course American-bond brick dwelling with a brick sawtooth cornice across the five-bay facade, the house displays such stylish features as articulated flared brick jack arches over later two-over-two double-sash windows, interior end chimneys with corbeled caps, tapering raking cornices, and a semicircular fanlight over the central entrance. A three-bay Victorian porch with a sawn balustrade and an early-twentieth-century side wing add to the evolutionary nature of this house. Several nineteenth- and early-twentieth-century frame barns are located to the rear of the house.

The large stone house at the end of Route 657 (Spinks's Ferry Road) is known as Clapham's Ferry. Situated on high ground above the Potomac River, the house appears to date from the early nineteenth century and was the residence of the operater of Hawling's Ferry after 1816 and Spinks's Ferry between 1830 and about 1850 when the ferry ceased to operate. The house is one of only two known buildings associated with the six ferries that operated on the Potomac River bordering Loudoun County during the eighteenth and nineteenth centuries. Although locally known as Clapham's Ferry, the house was not the residence of Josiah Clapham who established the original ferry at the site around 1757. Built of local red sandstone, the two-story house has interior end brick chimneys, a corbeled brick cornice, stone lintels over windows that are cut to resemble flared jack arches with keystones, and a four-light rectangular transom over the front entrance. A two-story stone service wing with an exterior end stone chimney was added at a later date. Situated to the rear of the house is a gable-roofed frame meat house and a detached log and weatherboarded kitchen with a massive exterior end stone chimney. Across the old ferry road from the house is a large late-nineteenth-century frame barn with vertical siding, louvered fan vents, and a central cupola.

Three vernacular log houses, probably dating from the early to mid-nineteenth century, are among the few remaining log houses of the period in the district. All three houses are located near each other in the central western section of the district. The Brown-Gustafson house (#252) and the Williams-Mayr house (#253), both built on tracts of the subdivided William Brown farm after 1837, and the Heater farmhouse (#487), which is now a part of the Glaydin School property, are reasonably well-preserved examples of local log architecture. All three two-story houses possess V-notched corners, stone foundations, and either central or exterior end stone or brick chimneys. Each house also displays evidence that it was constructed in at least two sections. Such log houses are difficult to establish dates of construction; however, two of the houses are indicated on the Yardley Taylor Map of Loudoun County published in 1853.

A well-preserved collection of early-nineteenth-century domestic outbuildings and a large brick and frame bank barn are seen at Rock Hill Farm (#72) on Route 661. Although the original brick dwelling burned and was rebuilt in the 1930s, the detached 1 1/2-story brick kitchen/slave quarters and brick smokehouse with ventilators, a sawtooth cornice, and an attached brick privy all survive. Few such collections of outbuildings from the period are extant in the district today.

During the second quarter of the nineteenth century the Greek Revival and Italian Villa architectural styles influenced a few select dwellings in the district. They include: Kenslee Hill (#274); Arcadia (#396); Springwood (#20) -- all located along Route 15; and the most distinguished house in the district -- Morven Park (#15).

Kenslee Hill, located on a hill in the northern extent of the district, is a two-story, Flemish-bond brick, I house with later flanking frame additions. Built in 1839 for Samuel Dawson (a dated brick is seen above the entrance), the house shows Greek Revival influence in the tall and wide window openings with simple trim and the patternbook-derived entrance treatment which includes deeply recessed paneled reveals, Doric colonnettes flanking the door and sidelights, and a wide five-light rectangular transom. Located near the house are a log smokehouse, 1 1/2-story brick kitchen/slave quarters, a stone and log outbuilding of unknown original use, three large frame and stone barns, and a two-story, early-nineteenth-century, brick tenant house with a sawtooth cornice. The 1853 Yardley Taylor Map of Loudoun County indicates the existence of Noland's Ferry Post Office at or near Kenslee Hill; however, the post office was abandoned a year later due to the proximity of another post office across the Potomac in Maryland.

Arcadia is a two-story, frame and weatherboarded dwelling with an earlier frame service wing attached to the south. Basically a Federal-style house with its side-passage plan and elegant elliptical fanlight over the front entrance, the building also displays Greek Revival influence as

noted in its front-gable orientation and two-story pedimented portico. Originally the site of an earlier nineteenth-century house, Cephas Hempstone acquired the property in 1836 and is believed to have built the present house. He used a section of the earlier house as a service wing of the new house. Arcadia is also notable for its picturesque setting. The house is situated atop a hill overlooking a large spring surrounded by willow trees with a stone springhouse to one side.

In 1795 Burgess Ball, first cousin of George Washington, purchased a 247-acre tract in northern Loudoun which included the Big Spring, the largest limestone spring in the county. His grandson, George Washington Ball, erected an Itallian Villa-style house on the property between 1840 and 1850 and called it Springwood. An 1866 photograph, taken of the building when it was used as the Ball residence and ladies' boarding school, shows an irregular-shaped stuccoed brick structure with a heavy bracketed cornice, rusticated stone quoins, shallow hipped roof, tall corbeled brick chimneys, paired windows, and projecting bays. After 1871 the property changed hands many times and a Second Empire-style mansard roof was added to the house and a porch was extended across the front and north side. The house has undergone few modern changes despite its current use as a psychiatric retreat center.

One of Virginia's most impressive country seats, Morven Park (individually listed on the National Register in 1975) was the home of Westmoreland Davis, governor of Virginia from 1918 to 1922. The estate's focal point is a sprawling Greek Revival mansion dramatically set against the base of the southern end of the Catoctin Mountain range. The house is significant for its evolutionary development; it grew from a small late-eighteenth- or early-nineteenth-century fieldstone cottage to its present appearance through a series of alterations extending over a one-hundred-year period reflecting the changing tastes and status of its various owners. In 1808 Judge Thomas Swann purchased the 262-acre estate and considerably enlarged the simple stone house already on the property. By 1840 the farm had expanded to 1400 acres and was owned by Thomas Swann, Jr. of Baltimore. Distinguished in public affairs, Thomas Swann served as mayor of Baltimore, governor of Maryland, a United States congressman, as well as president of the Baltimore and Ohio Railroad. Following his inheritance of Morven Park, he commissioned the Baltimore architectural firm of Lind and Murdock to remodel the house into a grandiose combination of Greek Revival and Italian Villa styles. An 1851 perspective rendering of the proposed remodeling in the possession of one of Swann's descendants shows a five-part, two-story stuccoed building with a massive tetrastyle Greek Doric pedimented portico and four tall towers embellished with Italianate features. Although the towers were never built, the house was remodeled essentially as planned. The house was again enlarged following its acquisition by Westmoreland Davis in 1903. Morven Park is now operated as a museum complex by the Westmoreland Davis Foundation. Vistors today can tour the house and

extensive boxwood gardens, and view the mostly early-twentieth-century domestic outbuildings on the estate. They include a gatehouse, guest house, greenhouse, springhouse, carriage house, elaborate stables, barns, garages, and a caretaker's lodge.

The large majority of historic dwellings in the district appear to date from the late nineteenth century. Although the district is noted for its large estates and distinguished antebellum houses, most late-nineteenth-century residents of the area lived in modest frame I houses that were inexpensive to build. Displaying a minimum of stylish details, these farmhouses are seen throughout the area, but are especially abundant in the northern half of the district. A large number of farm buildings in the district also date from the late nineteenth century. Gable-roofed barns, corncribs, storage sheds, and other utilitarian buildings are frequently found in well-preserved agricultural complexes that represent either a complete period farm or an evolutionary one displaying farm buildings from a variety of historical periods. The cultivation of corn, wheat, and other cereals continued to dominate the agricultural production of area farms; however, livestock and dairy farming became increasingly important to the area's farm economy throughout the late nineteenth and early twentieth centuries.

Typical farmhouses of the period tended to be two-story, three- or five-bay, single-pile, central-passage-plan, frame and weatherboarded houses with gable roofs and front porches with turned posts and a minimum of sawnwork. An occasional central front gable and bay window are also seen. The best preserved examples include: the Robinson house (#73) on Route 661; the Lloyd Fry house (#82) on Route 656; the Jesse Fry house (#84) on Route 656; the Edward Fry house (#188) on Route 658; the McKinnon house (#359) on Route 15; the Mullen house (#364) on Route 662; the William Waller house (#454) on Route 673; the Jesse Loy house (#472) on Route 663; and the Homer Pratt house (#484) on Route 663. Most of these farms also contain excellent collections of nineteenth-century farm buildings.

Only two examples of large late-nineteenth-century houses in the district are notable; the Gum house (#387) on Route 15 and the Kelly house (#506) on Route 663. The Gum house is a two-story, five-bay-facade, seven-course American-bond brick dwelling with a gable roof, wide bracketed eaves, wide central front gable, and a full-length front porch which displays chamfered posts and heavy sawn brackets. A pair of central brick chimneys with corbeled brickwork and a central front entrance with sidelights and a wide rectangular transom add to the Victorian charm of this farmhouse. The Gum farm also features a board-and-batten springhouse topped by a vented cupola, a double-bay frame corncrib, and a large frame barn. The Kelly house, stuated near the top of Catoctin Mountain, is the district's only example of the Queen Anne style. Built ca.1900, it is a 2 1/2-story, frame and weatherboarded, irregular-shaped house with a corner octagonal turret. A number of gables and bay windows

project from the building and a wraparound porch with square stone columns gives it a mountain resort appearance.

Although many early-twentieth-century dwellings in the district are vernacular structures with a minimum of period architectural decoration, a number of bungalows and other Craftsman-influenced houses were also built. Examples of well-preserved bungalows include: the three houses in the community of Furnace Mountain -- the Bramhall house (#290), the Morris house (#301), and the Browning house (#307); and the two houses at Black Swamp -- the Titus house (#383) and the L. Gum house (#384). All five dwellings are 1 1/2-story frame or brick structures with sweeping gable roofs, wide overhanging eaves, long shed or twin gabled dormers, and full-length front porches usually supported by tapered wood columns on brick piers. The two best examples of houses influenced by the Craftsman movement are the Dickason house (#358) and the Fried house (#21). The Dickason house in Lucketts is an American Foursquare type with an unusual Prairie-style porch and eaves treatment. The Fried house on Route 15 is a large bungalow-like dwelling with a native fieldstone first story, sweeping gable roof with shed dormers at the front and rear, a pent roof between stories, a bracketed hood over an asymmetrical entrance, and massive tapering stone porch columns and end chimneys. An excellent example of an early-twentieth-century barn/stable is also located on the property.

Early-twentieth-century domestic architecture in the district was also influenced by the Colonial or Georgian Revival. During the first two decades of the 1900s a number of wealthy industrialists and entrepeneurs began to purchase large farms in the area and either remodeled and added on to small houses already on the estates or built entirely new mansions. For example, Morven Park was already an impressive estate when it was acquired by Westmoreland Davis in 1903; however, the future Virginia governor extensively remodeled the interior of the house in a grand Renaissance Revival and Neoclassical mode. In the same manner landscape improvements were also undertaken.

Nearby Montresor (#40) on Route 661 is a large farm containing a rambling stuccoed dwelling. Probably begun as an early-nineteenth-century, side-passage-plan house belonging to Hugh Douglas, the dwelling was purchased in 1924 by steel magnate John Page Laughlin who subsequently greatly enlarged and remodeled it. Adding dormers, a modillion cornice, porches with classical columns, and sun porches, Laughlin transformed the simple farmhouse into a Colonial Revival-style mansion. An unusual hexagonal springhouse near the house is capped by a tall hexagonal roof and small cupola. A picturesque board-and-batten barn topped by three large square cupolas with pyramidal roofs and finials is also an early-twentieth-century addition to the farm.

Adjoining Montresor to the south is Selma (#26), a large landed estate originally established by Armistead Thomson Mason around 1800. The

original house on the farm burned in the 1890s; however Elijah B. White, who had purchased the farm in 1896, commissioned the Richmond architectural firm of Noland and Baskervill to design the present Colonial Revival mansion at Selma in 1902. White had amassed a fortune in the Chicago grain market before settling in Loudoun County. His home introduced the Colonial Revival to Loudoun and became a regional architectural showplace. The elegant 2 1/2-story, hip-roofed, stuccoed brick mansion is Loudoun's earliest and best example of the Colonial Revival. Situated at the base of Catoctin Mountain overlooking a sweeping vista of lawn and pastureland, the house features a colossal tetrastyle Roman Doric portico with a full entablature and triangular pediment. A modillion cornice with dentils, pedimented dormers, twelve-over-one double-sash windows, and tall interior end chimneys add elegance to the dwelling. One of its most striking features is a central entrance surmounted by a large semicircular fanlight with tracery and flanked by engaged fluted Roman Ionic columns supporting a broken pediment. A board-and-batten smokehouse, frame garage, and frame barn with three cupolas appear to date from the early twentieth century.

Another grand house of the period is Raspberry Plain (#23). Similar to Selma's history, the farm was established by Thomson Mason in the late eighteenth century, but the original Georgian-style house was replaced by the large Colonial Revival brick mansion around 1910. One in a row of similar large estates along Route 15 in the southern extent of the district, Raspberry Plain was built for copper millionaire John Guthrie Hopkins. An architect for the building has not been determined. The 2 1/2-story, Flemish-bond brick dwelling possesses a two-story tetrastyle Roman Doric portico with a lunette in the triangular pediment. A row of four pedimented dormers extends across the slate gable roof with overhanging eaves and a wide frieze with dentils encircles the building. Windows are six-over-six double-sash types with louvered shutters and wood lintels. A large central Palladian window sheltered by the portico is the dominant feature of the house. Several tenant houses, farm buildings, gambrel-roofed barns, a bank barn, and stables are scattered around the farm.

Across Route 15 from Raspberry Plain is Big Spring Farm (#30), a 1 1/2-story frame and weatherboarded house with narrow gable dormers and an entrance framed by pilasters and a segmental pediment. The farmhouse was probably built during the late 1920s when the restoration designs of Colonial Williamsburg were becoming popular. The brick barns and stable of Big Spring Farm are especially noteworthy. They are large five-course American-bond brick structures with square end pavilions displaying elaborate corbeled brickwork and topped by vented cupolas.

Although especially noted for its variety of historic dwellings, the district also contains several churches, schoolhouses (now converted to other uses), a few commercial buildings, lime kiln ruins, and a precast concrete vehicular bridge.

The oldest church in the district is New Valley Old School Baptist Church (#451) located on Route 663. Built in 1850 by local stonemasons Benjamin Grubb and John L. Stout, the rectangular native fieldstone structure has two separate entrances on the south side-gable elevation. Nine-over-six and nine-over-nine double-sash windows light the main interior while small shuttered windows light the two upper galleries.

Christ Episcopal Church (#381) at the intersection of routes 15 and 663 is an unusual surviving board-and-batten structure with Carpenter Gothic details. Built by local carpenter David W. Frye soon after the one-acre lot on which it sits was purchased by the congregation in 1869, the picturesque building features bracketed eaves, leaded stained glass windows with trefoil-designed decorative heads and louvered shutters, and a semicicular stained glass transom over the front entrance. The interior boasts its original brass lamps and stenciling design around the sanctuary.

Two simple frame churches located on roads leading over Catoctin Mountain are secluded examples of vernacular church architecture. Bethel Methodist Church (#425) on Route 662 at Stumptown is a gable-roofed rectangular frame and weatherboarded structure with a projecting front vestibule. Also built in 1859 by local carpenter David W. Frye, the church has since undergone some modern alterations, such as the addition of aluminum siding, that are not compatible with its original character. Mount Pleasant Baptist Church (#470) on Route 673 was built around 1880 by Jewell Fry. The simple rectangular frame structure has a standing-seam metal roof of two intersecting gables and a corner square belfry with a pyramidal roof and finial. The church was remodeled in 1915.

The northern section of the district contains two similar brick churches; Faith Presbyterian Chapel (#211) on Route 662 and Furnace Mountain Church (#281) on Route 15 at Furnace Mountain. Both churches are long rectangular gable-roofed buildings with projecting front vestibules. Originally frame and weatherboarded, the churches received brick veneers in the twentieth century. Faith Chapel was built by David W. Frye in 1885 and Furnace Mountain Church, originally known as Catoctin Furnace Chapel, was constructed in 1917 by Eddie Spring, Joshua Stocks, and others.

A few late-nineteenth- and early-twentieth-century schoolhouses still survive in the district. The best examples include: Limestone School (#61); Lucketts School (#355); and Furnace Mountain School (#292). Limestone School, located at the intersection of routes 15 and 661 in the southern half of the district, was originally a simple rectangular gable-roofed frame structure with two symmetrical entrances at the gable front. Built by David W. Frye in 1874 and closed in 1929, the schoolhouse was expanded to its present L-shaped configuration when it was converted into a residence in the mid-twentieth century. Furnace Mountain School on Route 15 in the Furnace Mountain community served as a public school in

the northern area of the district. Built in 1922 by Elbert Divine, the schoolhouse is a square frame and weatherboarded structure capped by a pyramidal roof. A single-bay porch with square wood columns shelters a central entrance. This building was also altered when it was converted into a residence after 1938, the year the school closed. Lucketts School, built in 1916 on Route 15 in the Lucketts community, is one of the best preserved early-twentieth-century schools in Loudoun County. It is a rectangular frame and weatherboarded structure capped by a hipped roof with a central hipped dormer and open belfry with pyramidal roof and finial. A central double-door entrance with a wide rectangular transom is sheltered by a hip-roofed porch with square wood columns. Tall and wide six-over-six double-sash windows are symmetrically arranged in series at each elevation. Rear additions were made in 1921 and 1928. Proud of their efforts in restoring the building, the Lucketts Citizens Association currently uses the former school as the Lucketts Community Center.

A few early-twentieth-century commercial structures were also built in the district. Most are located on Route 15; however, some still exist as converted residences on country roads throughout the district. The best preserved example is the Lucketts Store and Post Office located at the intersection of routes 15 and 662. Built in 1904-1905 by Roger Luckett, the 2 1/2-story frame building covered in wood shingles features a recessed porch supported by square brick columns, typical period storefront windows, casement windows on the second floor, and shed dormers.

The only industrial site in the district is located at the base of Furnace Mountain (the northern extent of Catoctin Mountain in Virginia) along the south bank of the Potomac River. Known intermittently as Catoctin Furnace, Potomac Furnace, and the Potomac Iron Company, the large-scale mining and furnace works periodically operated at the site until the Civil War. Unfortunately no known buildings or structures of the industry have survived to the present day. Even the furnace was dismantled around 1870 by Addison McKimmey and the stone and bricks were used to build a large lime kiln, the ruins of which are still seen along Route 658. McKimmey successfully operated the lime kiln until about 1910.

One of the few historic bridges in the district is located on Route 661 near the entrance drive to Temple Hall. A precast concrete arched bridge constructed over Black Swamp Branch in 1916, it is one of several Loudoun County bridges constructed during the early 1900s by the Luten Bridge Company of York, Pennsylvania.

Two additional sites of interest in the district are both located on the banks of the Potomac River in the southeastern section of the district; Ball's Bluff Battlefield and National Cemetery (#5) is located at the end of Route 837 and White's Ferry (#29) is located at the end of Route 655.

Designated a National Historic Landmark in 1984, Ball's Bluff Battlefield and National Cemetery is situated on a wooded bluff high above the Potomac. The seventy-six-acre parcel is the site of a bloody engagement between Confederate and Union forces on 21 October 1861. The small cemetery, containing the graves of one known and fifty-three unknown Union soldiers killed in the battle, is surrounded by a red sandstone wall with a cast-iron gate entrance. The southern boundary of the secluded site serves as the southeastern extent of the Catoctin Rural Historic District.

Nearly two miles upstream from Ball's Bluff is located White's Ferry, the last remaining ferry still operating on the Potomac River. Originally known as Conrad's Ferry from about 1800 until it was purchased by Elijah V. White after the Civil War, White's Ferry is a vehicular and pedestrian ferry propelled along a wire cable between the Maryland and Virginia shores.

While no systematic archaeological survey has ever been completed for that area encompassed within the boundaries of the Catoctin Rural Historic District, information on file with the Division of Historic Landmarks indicates it has high archaeological potential. Based on the over twenty archaeological sites already known to exist within the nominated boundaries as well as other sites in adjacent areas, an intensive archaeological survey is likely to document a range of settlement spanning over 10,000 years. This includes Native American occupation from the initial settling of Virginia before 8,000 B.C. up to the period just prior to European contact, with site types varying from small hunting and gathering camps to large semi-sedentary villages. Similarly, a diversity of historic period archaeological resources undoubtedly exists spanning the eighteenth and nineteenth centuries, including a wide range of domestic, commercial, and industrial properties. The largely rural nature of the nominated property has enhanced the preservation of these resources, as already documented through test excavations at a very limited number of sites. Based on surveys in comparable areas, surviving archaeological sites in the Catoctin Rural Historic District are likely to number over 1,000. Further enhancing their potential research value is the diversity of site types expected due to the geographic variability within the nominated boundaries, ranging from the Catoctin Mountain range defining the nomination's western boundary to the floodplains adjacent to the Potomac River at its eastern boundary.

Although the Catoctin Rural Historic District contains a wealth of historic resources, nearly half of the recorded buildings in the district post-date 1938 and are therefore considered noncontributing elements. Most of these buildings are modern tract houses that have been built on three-acre lots in the northern half of the district above Lucketts.

Their impact on the scenic landscape and rural character of the district is not as great as it might seem due to their generally low visibility. Most are situated on small knolls, in landscape depressions, or in mountain hollows surrounded by copses of trees or heavy forest and are not readily seen from public rights-of-way. Long winding private drives also add distance between the viewer and the modern building. The naturally rolling landscape and the large size of the district tends to lessen the negative impact that most of these buildings have on their immediate surroundings. Many of the noncontributing buildings are also modern farm buildings that reflect the continuing importance of agriculture to the area.

Loudoun County government realizes the necessity of a balance between the preservation of this historic farming community and the continuing pressure of modern development. Local zoning requirements for the majority of land in the district allows for a minimum of three-acre residential tracts and a successful multi-acre agricultural district in the heart of the district restricts development to a minimum of ten-acre tracts, soon to be increased to twenty-five acres. The limestone-rich quality of the soil in the district also hinders maximum development due to poor percolation.

Despite a large number of noncontributing elements, the Catoctin Rural Historic District is one of the best preserved agricultural communities in northern Virginia. Its greatest assets are its scenic beauty, its range of historic resources, and its traditional agricultural character.

David A. Edwards

INVENTORY OF RESOURCES

PROPERTY NUMBER	RESOURCES CONTRIBUTING	RESOURCES NONCONTRIBUTING
53-12 — 1	1 brick house, 1 barn, 3 storage facilities -289	
2		1 modern house
3	1 frame house	
4	1 frame house, 1 barn	
5	1 cemetery (site) (253-5021)	
6	1 brick house, 2 barns -299	1 modern office
7		1 modern house
8		1 modern house
9		1 modern house
10		1 modern house
11		1 modern house
12		1 modern house
13		1 modern house
14		1 modern house, 1 stable, 1 s facility
15	1 main house, 2 gatehouses, -87 1 guest house, 1 greenhouse, 1 root cellar, 1 springhouse, 1 carriage house, 1 museum, 2 tenant houses, 2 stables, 4 barns, 1 caretaker's house 1 boxwood garden (site)	1 restroom facility, 2 garage 5 stable/barns, 1 maintenance 3 storage buildings, 6 office 1 administration building
16	1 main house, 2 tenant houses, -85 1 barn, 1 garage, 1 stable, 1 cabin, 1 meat house, 7 farm storage buildings	1 aluminum farm building
17-18	void	
19	1 cemetery (site)	
20	1 main house, 1 servants' quarters, -298 1 tenant house, 1 garden building	2 dormitories, 1 school build 2 storage buildings
21	1 main house, 2 barns, 1 tenant house, 1 stable -297	
22		1 modern house, 1 barn
23	1 main house, 4 tenant houses, 3 outbuildings, 1 meat house, 1 abandoned limestone bridge (structure), 1 barn, 4 farm storage buildings, 1 cattle loading shed -290	4 modern tenant houses, 1 mac shop, 2 modern barns, 2 garag 3 farm storage buildings 1 silo complex (structure)

24	1 main house, 1 outbuilding, 1 tenant house, 1 garage, 1 barn	
25	-133	1 modern house, 1 guest hous 1 equipment storage building
26	1 main house, 1 smokehouse, 1 garage, 3 tenant houses, 1 coop, 2 barns, 1 springhouse -99	
27	1 main house, 1 smokehouse, 1 servants' quarters, 5 garages, 1 shop, 1 privy, 1 garden shed, 1 well house, 2 corn houses 1 main barn, 3 chicken houses, 5 tenant houses -96	1 silo (structure), 1 farm sl
28	1 brick house -295	1 modern garage
29	void	
30	1 main house, 1 tenant house, 1 smoke-house, 1 garage, 6 barns, 1 farm building	
31		1 modern house
32		1 modern house
33	1 main house, 3 tenant houses, -294 1 meat house, 4 barns, 1 garage	2 farm storage buildings, 1 silo (structure)
34-39	void	
40	1 main house, 1 carriage house, -86 1 springhouse, 3 tenant houses, 1 mountain cabin, 3 barns, 1 farm bldg.	4 camp houses, 3 camp cabins 1 tenant house, 2 stables
41	2 frame barns	
42	1 main house	1 stable, 1 garage
43	1 frame house	
44	2 tenant houses, 1 outbuilding, 1 barn	1 modern main house
45		1 modern house
46		1 modern house
47	1 main house, 1 bank barn, 1 coop/studio	1 modern garage
48-60	void	
61	-298	1 house (former school)
62		1 modern house
63		1 modern house
64		1 modern house, 1 garage
65		1 modern house, 3 modern bar
66		1 modern house
67		1 modern house, 1 garage
68	1 concrete bridge (structure) -268	
69	1 main house, 1 garage, 1 smoke-house, 2 tenant houses, 3 barns, -303	1 tenant house, 1 cottage, 1 machine shed

	3 outbuildings, 1 garage	
70	1 main house, 2 tenant houses, -66 1 barn, 4 outbuildings	
71		1 modern house, 2 storage bu 2 tenant houses
72	1 main house, 1 barn, 1 servants' -396 quarters, 1 smokehouse, 1 chicken house, 1 privy	1 modern garage
73	1 frame house	1 modern outbuilding
74	1 frame house (vacant)	
75	1 frame house, 1 barn, 3 farm bldgs.	
76	1 frame house, 2 barns, 4 outbldgs.	
77	1 frame house, 1 barn, 2 outbldgs.	1 garage, 1 tenant house
78		1 modern house, 1 modern bar 1 poolhouse
79		1 modern house
80		1 modern house
81	1 frame house	
82	1 frame house, 2 barns	1 garage, 1 outbuilding
83		1 modern house
84	1 frame house, 2 outbuildings, 2 barns	1 garage
85	2 barns, 1 outbuilding	1 modern house
86-88	void	
89	1 frame house, 1 garage, 2 barns	
90		1 modern house
91		1 modern house
92		1 modern house, 1 barn
93		1 modern house
94		1 modern house
95		1 modern house, 1 aluminum f
96	smokehouse ruins (site), 1 barn	1 modern house
97	1 barn complex, 1 coop, 1 garage, 1 bank barn, 2 outbldgs., 1 spring- house, 1 equipment storage bldg., 1 tenant house, 3 storage bldgs.	1 modern house
98	1 main house, 1 barn, 1 meat house, 1 farm building	2 barns, 1 storage shed, 1 s complex (structure)
99		1 modern house
100		1 modern house, 1 barn
101		1 modern house
102		1 modern house
103		1 modern house
104		1 modern house

105	1 frame house, 2 barns	
106		1 modern house
107		1 modern house
108		1 modern house
109	1 frame house, 2 barns	1 cinderblock farm building
110		1 mobile home
111		1 modern house
112		1 modern house
113		1 modern house
114		1 modern house
115		1 modern house
116		1 modern house
117		1 modern house
118	1 frame house, 1 smokehouse, 1 barn, 1 springhouse, 1 cobbler's house	
119	1 log house, 1 barn, 1 tenant house, 1 springhouse	
120		1 modern house
121		1 modern house, 1 garage
122		1 modern house
123		1 modern house
124		1 modern house, 1 garage
125	1 log house, 1 springhouse, 1 barn -621	
126		1 modern house
127	1 frame house, 1 barn, 1 equipment storage building	1 garage
128	1 stone house, 1 tenant house, 1 smokehouse, 1 detached kitchen, 1 barn -71	
129		1 modern house
130		1 modern house
131		1 modern house
132		1 modern house
133		1 modern house
134		1 modern house
135		1 modern house
136		1 modern house
137	1 frame house, 1 meat house, 1 barn, 4 frame farm buildings	
138		1 modern house
139	1 frame house, 1 barn, 3 storage bldgs., 1 frame tenant house	1 tenant mobile home, 1 silo complex (structure)
140		7 frame camp buildings, 1 ad istration building
141		1 modern house

142		1 modern house
143		1 modern house
144	1 frame house, 1 barn, 1 garage, 3 farm buildings	
145	1 tenant house, 1 milkhouse	1 modern house, 1 barn, 1 ga house
146		1 modern house
147		1 modern house
148	1 frame house, 3 storage bldgs.	
149	2 farm buildings	1 modern house, 1 metal barn
150	1 frame house, 1 barn	
151		1 modern house, 2 equipment storage buildings
152	1 frame house	1 garage
153	1 frame house, 1 shed/coop	
154	1 frame house, 1 barn	
155		1 modern house, 3 shop/garag
156		1 modern house
157		1 modern house
158	1 brick house, 1 log outbldg. -89	1 garage
159	1 frame house, 1 outbldg.	1 outbuilding
160	1 frame house	1 garage
161-165	void	
166		1 modern house, 1 barn
167		1 modern house
168		1 modern house, 1 barn
169		1 modern house
170		1 modern house
171	1 forge, 1 barn	1 modern house
172	1 frame house, 1 log outbldg., 1 barn	1 equipment storage bldg.
173	2 barns, 1 equipment storage bldg.	1 modern house
174	1 limestone kiln ruins (site) -285	
175		1 modern house
176		1 modern house
177	1 frame house, 1 dairy barn, 4 frame barns, 1 frame outbuilding	2 tenant houses, 1 equipment storage building
178	1 frame house, 1 barn, 2 farm bldgs.	
179		1 modern house
180	1 frame house, 1 barn, 1 springhouse 1 outbuilding ruin (site)	
181	1 frame house, 1 barn, 3 farm buildings	
182	void	
183	1 stone house, 1 frame barn	
184		1 modern house

185		1 modern house
186		1 modern house
187		1 modern house
188	1 frame house, 1 barn, 3 frame outbldgs.	
189		1 modern house
190	1 frame barn	1 modern house
191		1 modern house
192		1 modern house, 1 garage
193		1 modern house
194		1 modern house, 1 stable
[B5		1 modern house, 1 shop
196	1 concrete block house	
197		1 modern house
198		1 modern house
199		1 modern house
200		1 firehouse
201		1 modern house, 3 shops
202		1 modern house
203		1 modern house
204	1 frame house	
205	1 farm building, 1 chicken coop	1 modern house, 1 garage
206		1 modern house
207		1 modern house
208	1 frame house, 1 bank barn, 1 equipment storage bldg., 1 tenant house, 4 frame farm buildings	
209	1 frame house, 1 outbuilding	1 garage
210		1 modern house, 1 garage, 1
211	1 church, 1 manse, 1 cemetery (site) - 962	
212		1 modern house, 1 outbuildin
213		1 modern house, 1 garage
214	1 brick house, 2 garages, 2 barns - 594	
215	1 brick house, 1 outbuilding, 1 coop, 1 barn, 2 farm buildings	
216		1 modern house, 1 barn
217		2 modern houses, 1 garage, 1 storage building
218	1 frame house	1 modern shop
219		1 modern house
220	1 frame house, 1 store, 2 storage bldgs.	
221		1 modern house
222		1 modern house
223		1 modern house
224		1 modern house, 1 garage

225		1 modern house
226		1 modern house
227		1 modern house
228		1 modern house
229		1 modern house
230	1 tenant house, 1 barn, 3 farm bldgs.	1 modern house, 1 dairy barn 1 tenant house
231		1 modern house, 1 barn
232		1 modern house, 2 barns
233	1 barn, 1 farm building	2 modern houses, 1 storage b
234		1 modern house
235		1 modern house
236	1 frame barn	1 modern house, 1 garage
237		1 modern house, 1 equipment storage building
238	1 stone house, 2 barns, 1 tenant house, 1 carriage house, 1 well house, 1 ice house, 1 storage building -69	1 modern stable
239		1 modern house, 1 barn
240		1 modern house
241		1 modern house, 1 barn
242		1 modern house
243		1 modern house
244		1 modern house, 1 kennel
245		1 modern house
246		1 modern house
247		1 modern house, 1 barn
248		1 modern house, 1 barn
249		1 modern house, 1 barn
250	1 brick and log house, 1 barn, 1 coop, 1 blacksmith shop, 1 equipment storage building -416	1 modern garage
251		1 modern house
252	1 log house, 1 barn, 1 farm bldg., 1 icehouse -740	
253	1 log house -328	
254		1 modern office complex
255	1 log house, 5 barns, 1 cemetery (site)	2 modern barns
256		1 modern house, 1 barn
257		1 modern house, 1 barn, 1 mobile home
258	1 tenant house, 1 bank barn, 1 outbldg., 1 equipment storage building	1 modern house, 2 dormitorie
259	1 barn, 1 frame house (vacant)	1 modern house, 1 barn

260		1 modern house
261		15 mobile homes, 1 office
262	1 frame house, 1 barn	
263	1 frame house, 1 garage, 1 barn, 1 coop, 1 outbuilding, 1 springhouse	
264		1 modern house
265	1 brick house, 1 barn, 1 meat house - 291	1 garage, 1 machine storage
266		1 modern house
267		1 modern house
268		1 modern house
269	1 store/post office - 286	
270		2 modern houses
271		1 modern house, 1 commercial bldg., 1 mobile home
272		1 modern house, 1 barn, 1 ga 2 equipment storage bldgs.
273		1 modern house, 1 stable
274	1 brick house, 1 brick servants' quarters, 1 frame outbldg., 1 log outbldg., 3 frame barns, 1 garage/shed, 1 brick tenant house - 284	1 garage, 1 stable, 1 machin shed, 2 feed sheds, 1 tenant 2 silos (structures)
275		1 modern house
276		1 modern house
277		1 modern house
278		1 modern house
279		1 modern house, 1 barn
280		1 modern house, 1 barn
281	1 brick church, 1 cemetery (site)	
282		1 modern house, 1 garage
283		1 modern house
284	1 log house, 2 outbuildings	
285	1 frame house	
286	1 log house	
287	1 frame house	
288	ironworks mining shafts (site)	1 modern house
289	1 frame house	
290	1 frame house, 1 garage	
291	1 frame house	
292	1 frame house (former schoolhouse), 1 garage	
293	1 frame house, 1 garage, 1 outbuilding	
294		1 modern house
295		1 modern house
296	1 log farm building	1 modern house

297		1 modern house, 2 outbldgs.
298		1 mobile home, 1 garage
299	1 store/house, 1 garage	
300	1 frame house	
301	1 frame house	
302		1 modern house
303		1 modern house
304		1 modern house
305		1 modern house, 1 garage
306		1 modern house, 1 garage
307	1 frame house, 1 garage	
308	1 tenant house	1 modern house, 1 shop
309-A		1 commercial building
309-B	1 frame house, 1 garage	
309-C	1 stuccoed house	
310	1 frame house	1 modern house
311	1 frame house	
312	1 frame house, 1 garage	
313		1 modern house
314		1 modern house
315	1 commercial building (vacant)	
316	1 frame house	
317	1 frame house	
318	1 frame house	
319	2 outbuildings, 1 root cellar	1 modern house, 1 outbuildin
320	1 frame house, 2 outbldgs., 1 barn	1 outbuilding
321		1 modern house
322		1 modern house, 1 garage, 1 outbuilding
323		1 modern house
324	1 frame house, 1 barn, 2 farm bldgs.	
325		1 modern house, 1 kennel
326	1 log house	1 farm building
327	1 frame house, 1 barn	
328		1 modern house, 1 garage
329	1 log house	
330	1 frame house, 1 barn	
331		1 modern house
332		1 modern house, 1 barn
333		1 modern house, 1 stable
334		1 modern house, 1 stable
335		1 modern house, 1 barn
336		1 modern house
337		1 modern house

338		1 modern house
339	1 frame house, 2 farm buildings	
340		1 modern house, 1 stable, 1 riding arena
341		1 modern house, 1 garage
342	1 frame house, 1 barn	
343		1 frame house
344		1 modern house, 1 studio
345	1 frame house, 1 barn, 1 farm bldg.	
346		1 modern house, 1 garage, 1
347	1 frame house, 1 garage, farm bldg.	
348	1 frame house, 1 barn, 1 farm bldg.	1 garage
349	1 frame house	
350	1 frame house	
351	1 log house, 1 barn, 1 meat house	
352	1 frame barn	
353	1 frame house	1 pool house
354		1 modern school
355	1 frame school -287	
356		44 mobile homes, 1 office
357	1 frame house	
358	1 frame house, 1 garage	
359	1 frame house	1 garage
360	1 frame house	1 garage
361	1 frame house	1 outbuilding
362	1 frame house	1 garage
363		1 modern house
364	1 frame house	
365	1 frame house	1 modern garage/shop
366	1 frame house	
367		1 modern house
368		1 modern house, 1 garage
369		1 modern house, 2 outbldgs.
370		1 modern house
371	1 frame house	3 outbuildings
372	1 frame house, 4 barns	1 garage
373	1 brick commercial bldg.	
374-379	void	
380	1 storage building	
381	1 frame church, 1 manse, 2 outbldgs. -292	
382		1 motel, 1 office
383	1 frame house, 1 garage, 1 meat house, 1 coop	
384	1 brick house, 1 garage, 1 outbldg.	

385	1 frame house, 1 garage, 2 barns, 1 storage bldg.	3 farm buildings
386	1 brick store	
387	1 brick house, 1 loading shed, 1 springhouse, 4 outbldgs., 2 barns, 1 corncrib (structure), 1 tenant house	1 peacock house, 3 farm bldg
388	void	
389	1 frame house, 1 barn	1 stable
390		1 modern house, 1 stable
391		1 modern house
392		1 modern house, 1 garage
393		1 modern house, 1 barn
394		1 modern house
395		1 modern house
396	1 frame house, 1 springhouse, 2 barns, 1 outbuilding -246	
397		1 modern house, 1 stable
398		1 modern house, 1 stable
399	1 stone house, 1 springhouse, 4 barns, 2 garages, 3 tenant houses, 1 meat house, 7 farm bldgs., 1 corncrib (structure), 1 cemetery (site) -293 -302	1 shop, 1 machine shed, 3 fa buildings, 1 silo (structure
400-410	void	
411	1 frame house	
412	1 log house ruins (site)	1 modern house
413	1 frame house, 3 outbuildings	
414	1 log house, 1 frame store	
415	1 outbuilding	1 modern house
416	1 frame house, 1 outbuilding	
417	1 frame house, 1 barn, 2 farm bldgs.	
418		1 mobile home
419		1 modern house
420	1 frame house, 4 farm bldgs.	
421	1 frame house, 2 outbuildings	1 modern house, 1 garage
422	1 frame house (vacant)	
423		1 modern house
424	1 frame house, 1 storage bldg.	
425	1 frame church, 1 cemetery (site) -499	
426		1 modern house
427		1 modern house
428	1 log house	
429	1 frame house, 1 outbuilding	
430		1 modern house

431	1 frame house, 1 outbuilding	
432		1 modern house
433		1 modern house
434		2 modern houses
435	1 brick house	1 modern shop
436		1 modern house
437		1 modern house, 1 storage bl
438		1 modern house, 1 garage
439		1 modern house
440		1 modern house, 1 outbldg.
441	1 log outbuilding	1 modern house, 1 garage
442		1 modern house
443		1 modern house
444	1 frame house	1 outbuilding
445		1 modern house
446-447	void	
448		1 modern house
449	1 stuccoed house, 1 barn, 4 outbldgs.	
450		1 modern house
451	1 stone church, 1 cemetery (site) -279	
452	1 log house	1 garage
453		1 modern house
454	1 frame house, 1 barn, 1 store -959	
455	1 log house -960	1 outbuilding
456		1 modern house
457	1 log outbuilding	1 modern house
458	1 log house	
459	1 frame house	
460	1 frame house	1 garage
461		1 modern house, 1 stable
462		1 modern house, 1 garage 1 outbuilding
463		1 modern house
464	1 log house	1 storage building
465	1 frame house, 1 outbuilding	
466	1 house in ruins (site), 1 barn	
467		1 modern house
468		1 modern house, 1 kennel
469	1 frame house, 1 tenant house	1 outbuilding, 1 storage bld
470	1 frame church, 1 cemetery (site) -322	
471	1 stone house (abandoned)	
472	1 log house, 2 barns, 3 farm bldgs. 1 machine storage building	
473		1 modern house

474	1 log house, 1 pumphouse, 1 outbldg.	
475		1 modern house
476		1 modern house
477		1 modern house
478		1 modern house
479		1 modern house
480		1 modern house
481		1 modern house
482		1 modern house
483		1 modern house
484	1 frame house, 2 barns	
485	1 frame house, 3 barns, 1 springhouse, 1 meat house, 1 tenant house, 1 log outbuilding	1 mobile home
486		1 frame house
487	1 log house, 1 barn, 2 log outbldgs.	1 garage, 1 office, 5 dormitories, 4 service buildings
488		1 modern house
489		1 modern house
490		1 modern house
490-A		1 modern house
490-B		1 modern house
490-C	1 frame house (abandoned) -37	
491	1 log house -36	
492	1 frame house, 3 outbuildings	1 outbuilding
493		1 modern house, 1 garage
494	1 log house, 1 springhouse, 1 stable, 1 guest house, 1 log outbldg., 1 storage bldg. -924	3 outbuildings
495		1 modern house
496	1 log house, 1 outbuilding	
497		1 modern house
498		1 modern house
499	1 frame house, 1 springhouse	1 barn
500		1 modern house
501		1 modern house
502		1 modern house
503		1 modern house
504		1 modern house, 1 garage
505		1 modern house
506	1 frame house -961	
507	1 frame house	
508		1 modern house
509		1 modern house

510	1 tenant house	1 modern house
511		1 modern house
512		1 modern house, 1 stable
513		1 modern house
514		1 modern house
515	see 309 B	description
516	see 309 C	"
517	see 490 A	"
518	see 490 B	"
519	see 490 C	"

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JUSTIFICATION OF CRITERIA

The Catoctin Rural Historic District is eligible for listing on the National Register of Historic Places under Criteria A and C. It is eligible under Criterion A because of its associations with the history of agriculture and transportation in Virginia. The history of agriculture in the district is reflected in the visible landscape--including the dwellings and related farm buildings--which retains much of its visual integrity and its historical agricultural character. Besides its traditional patterns of land use, the district also retains most of its historical circulation systems and crossroad communities, as well as two early ferry houses. Under Criterion C the district is eligible because of its rich variety of vernacular as well as high-style dwellings, farm buildings, churches, schools, and commercial structures throughout the period of significance.

HISTORICAL BACKGROUND

Settlement

The first land grant in the Catoctin Rural Historic District was issued in 1724 to William King, Thomas Albin, and Samuel Thatcher, for 460 acres later called Noland's Ferry.[1] Most of the grants issued during the next two decades were near the ferry site, in the northeastern part of the district later called the Lost Corner, and especially along Clark's Run. The grantees who received the most land in the Catoctin Rural Historic District were speculators in Tidewater Virginia who did not actually settle in the district: Francis Awbrey, who obtained a grant for about 11,600 acres; Patrick Lynch, 4,427 acres; Catesby Cocke, 2,900 acres and, together with John Mercer, 5,985 acres, on and near Catoctin Mountain. Actual settlers obtained smaller grants: Josias Clapham, 1,084 acres at Furnace Mountain; William, Benjamin, and Margaret Halling (later Hawling), 2,532 acres at Spinks's Ferry; and Amos, John, and Margaret Sinclair, 1,518 acres about the way still called Sinclair's Lane (Route 658).[2] By 1750 nearly all the land--some forty square miles--had been granted to fewer than thirty grantees; the last in-filling between grants occurred in 1776. The settlers in the district were largely of Tidewater English heritage and were slaveholders who planted tobacco as well as corn, wheat, and small grains.

Before the formation of Loudoun County in 1757, the area was part of Fairfax County, and as the courthouse was a two-day journey for the residents of the Catoctin Rural Historic District, their natural economic link was to Maryland, which lay just across the Potomac River to the north and east. From Frederick, Maryland, thirteen miles north of the Potomac River at Furnace Mountain, a road known locally as the Carolina

Road (present-day routes 15 and 662) ran southward through the district to Leesburg and beyond. This road was a branch of the Great Wagon Road from Philadelphia to the backcountry of the Carolinas; until the Post Road network (later Route 1) was linked together in the 1790s, the Great Wagon Road was the main north-south thoroughfare in the colonies and the fledgling United States. In general, it followed the Iroquois migration routes and war trails of generations past.

The patterns of settlement in northern Loudoun County were dictated in part by the land and water features there. The district lies between Catoctin Mountain on the west and the Potomac River to the north and east. The residents of the rolling countryside between those obstacles found it easier to cross the river to Maryland than to cross the mountain. Four of the six Loudoun County ferries crossed the Potomac River in the district between Leesburg and Point of Rocks: Awbrey's, Noland's, Clapham's, and Hawling's. At the ferry landings were warehouses and storehouses laden with goods. The goods came not only from vendors who crossed on the ferries, but from flatboats that plied the relatively placid Potomac waters from the rapids east of Harper's Ferry to Seneca Falls, some forty miles upstream. George Washington, who boated down the Potomac from western Maryland during the French and Indian War, early noted the possibility of making the river navigable.

The first ferry crossing authorized by the House of Burgesses was Awbrey's Ferry, at the site of the present-day Point of Rocks bridge. The ferry was in existence by 1741, when Francis Awbrey's will conveyed it to his son, Thomas Awbrey. Moravian missionaries August Gottlieb Spangenburg and Matthew Reutz mentioned this ferry in August 1748 when, after getting lost, they came to "the 'Potomack,' where they lodged with the ferryman."[3] The ferry franchise came into the hands of Francis Awbrey's daughter, Elizabeth, the wife of Philip Noland, who operated a competing ferry. By 1794 Awbrey's Ferry ceased operations. No structures remain extant at this site.

Philip Noland's petition to operate a ferry across the Potomac River was rejected by the Virginia House of Burgesses on 15 November 1748;[4] apparently he went into the ferry business anyway. Although it was illegally operated, the ferry was a prominent local landmark by 12 July 1757, when the Loudoun County court appointed Philip Noland surveyor of the Carolina Road "from Great Limestone (Branch) to Noland's Ferry."[5] The ferry finally was licensed in 1778 and remained the most frequently used crossing in the Catoctin area. Many revolutionary war-period travelers crossed the Potomac River there. Thomas Anburey, a lieutenant in Burgoyne's Army, who was captured at Saratoga and en route to internment at Charlottesville, noted "the current was very rapid, large floats of ice swimming down it, . . . the scowl [scow] that I crossed over in . . . at one time was quite fastened in the ice."[6] In May 1780 Moravian Bishop John Frederick Reichel "made camp near Mr. Th. Noland's

house close to the road which turns to the right from the Foart road towards Noland's Ferry."[7] During the American Revolution buildings at Noland's Ferry served as a depot for armaments in Loudoun County. Colonel William Davies noted in 26 July 1781: "At Noland's there are 920 muskets and 486 bayonets."[8] In December 1783 German physician Johann David Schoepf, who was going "to take the so-called back road" through the Shenandoah Valley, decided to "travel along the coast [and took] Nowles Ferry . . . much above the Falls of the Potowmack," where he dined on a "fat eel of 5-6 pounds weight."[9] Noland's ferry house is still standing.

In the eighteenth century a major Maryland road led west from the port of Georgetown, now in the District of Columbia, to the mouth of the Monocacy River. In 1757 the Virginia House of Burgesses awarded a ferry franchise here--in Loudoun County three miles downriver from Noland's Ferry--to Josiah Clapham,[10] who had petitioned for a ferry periodically since 1742 and had objected to Philip Noland's unlicensed ferry. The assembly's decision in favor of Clapham, rather than Noland, may have been influenced by the former's service as a lieutenant in the Fairfax County militia during the French and Indian War. The ferry continued largely in Clapham ownership until 1816, when William Hawling, who had been renting land from the Claphams, took it over. The ferry house still stands at the crossing.

Early National Period

Josiah Clapham, whose investments in the county included an ironworks as well as his ferry, represented Loudoun in the General Assembly as a delegate during the sessions between 1776 and 1781 and again in 1787; he also was the only person to be a trustee of three Loudoun towns. His political career ended when he lost the election of 1788 to Stevens Thomson Mason, of Selma, who represented Loudoun County at the convention that ratified the Federal Constitution. Mason voted against ratification.

The last area ferry, which for some seventy-five years was the only ferry spanning the Potomac River, may have had its beginnings in 1828, when a post office called Conrad's Ferry opened on the Maryland shore. Ernest Conrad ran both post and ferry. Until the Alexandria, Loudoun, and Hampshire Railroad reached Leesburg in the mid-1850s, most mail from the eastern part of the district traveled via this ferry to Poolesville, Maryland. Conrad's continued its operations until the Civil War closed it; afterwards it reopened under its present name, White's. No historic structures are extant at this ferry crossing. From Conrad's Ferry a road ran west over the mountain by Montresor and through Waterford; it enabled travelers to avoid the tolls on the Leesburg Turnpike (Route 7). The road became impassable in the 1920s. A half-mile north of the ferry

stood Mason's Mill on Limestone Branch, the only mill in Loudoun to remain open throughout the winter because its flow came from underground limestone springs. The mill was destroyed during the Civil War.

Josiah Clapham (son of the pioneer Josias Clapham), who operated a ferry near Noland's Ferry, became a director of the Patowmack Canal Company. Clapham, a strong Federalist, came to his politics via the canal company, for Virginia and Maryland could not resolve their differences regarding canal and water rights. He, along with Washington, called the Annapolis Convention of 1786, and while the delegates from the thirteen states could not agree on a policy to settle interstate problems, the issues discussed at this convention led to the Constitutional Convention at Philadelphia the next year. Although none of the canal locks are located in the Catoctin Rural Historic District, the completion of the lock around Great Falls in 1802 increased commerce on the river and benefited the district generally, as boats could now reach the Tidewater.

In addition to Josiah Clapham and his fellow ferry operators, other prominent inhabitants in the district included the numerous members of the Mason family. The family became prominent in the area north of Leesburg in the mid-eighteenth century after Ann Thomson Mason, of Gunston Hall, bought ten thousand acres of rich land on which today stand Morven Park, Selma, Raspberry Plain, Springwood, Rockland, and Locust Hill. The Masons were planters of grains--and of tobacco before it died out locally as a commercial crop in the mid-1780s--and politically were aligned with agrarian interests and a strong state government. On this land, when it still belonged to Francis Awbrey, was built the Chapel above Goose Creek by the Cool or Big Spring, the largest limestone sinkhole in the area. This chapel first appeared on a 1736 survey of Awbrey's land. It flourished under the leadership of the Mason family and other Anglicans but fell into decay about 1802, when its congregation shifted its place of worship to the county courthouse. The exact site of the chapel has not been located.

The Mason family and its relations are associated with three of the finest houses built in the county during the eighteenth century; none of them are standing today. Perhaps the grandest of the dwellings was Raspberry Plain, which supposedly was built in 1771 for Thomson Mason, brother of the noted Virginia statesman, George Mason, of Gunston Hall. Upon Thomson Mason's death in 1785, Raspberry Plain passed to Stevens Thomson Mason, later a United States senator from Virginia. It was added to throughout the nineteenth century and demolished about 1910. Senator Mason's son, Armistead Thomson Mason, of Selma, was shot and killed by his cousin, John Mason McCarty, in a duel fought at Bladensburg, Maryland, in February 1819. McCarty lived at Strawberry Plain, the home and jail of Aeneas Campbell, Loudoun County's first sheriff. That house has long since disappeared. Selma, the third of this related trio, was built for Armistead Thomson Mason about 1815 and, having fallen into

decay, was destroyed shortly before the present-day Selma was constructed between 1900 and 1902. During the early twentieth century several antebellum dwellings were enlarged rather than demolished.

Other early houses constructed in what was originally Francis Awbrey's Cool Spring Tract and Limestone Quarter date from the early nineteenth century. They include Montresor, which was built for Hugh Douglas; Locust Hill, built for a member of the Mason family; Temple Hall, built for William Temple Thompson Mason; Thomas Swann's Morven Park, which was originally a simple farmhouse that was enlarged by architects E. G. Lind and William T. Murdock in the 1850s; Rockland, built for George Rust in 1822; and Springwood, which was built for George Washington Ball in the 1840s and served as the Springwood Select Home School for Young Ladies in the 1850s and 1860s.

These families, their dwellings, and the vast acreages tilled by slaves gave the area south of the village of Goresville a character quite unlike the area to the north, where tracts were small and the dwellings vernacular. The residents of the northern part of the district were held in low esteem by travelers. Bishop John Frederick Reichel, who camped close to Philip Noland's house near the ferry, noted after some of Noland's slaves robbed his party: "This neighborhood is far-famed for robbery and theft."[11] The Carolina Road was locally called Rogues Road, for as early as 1742 the House of Burgesses referred to horse and cattle thieves as "divers and vagrant people" who traveled the way stealing and reselling stock.[12]

With the beginning of full-scale iron mining on Catoctin Mountain--the northern end of which is called Furnace Mountain--in the 1790s, the area northwest of present-day Lucketts and along Catoctin Mountain south to the vicinity of what is now Stumptown became populated by a growing laboring and tenant-farmer class. Their numbers later were increased by the refugee laborers who left their construction jobs on the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal in the 1830s.

Large-scale mining may have begun in 1796 when Josiah Clapham & Company began to construct a mill on Catoctin Creek that would lift water some fifteen feet, divert it through a 500-foot-long tunnel, and then use the water power to keep the bellows at the furnace running. Slaves dug the raw iron from scores of pits and cuts along Catoctin Mountain's east and north slopes; many of these pockets are still visible. Mules hauled the ore to the furnace along what were termed Charcoal Paths, retracing the route along which charcoal was lugged to the main furnace just west of the present approach to the Point of Rocks Bridge. By the early 1820s the mountain slopes nearly were denuded of timber, and the furnace closed for lack of fuel.

Antebellum Period

After the ironworks closed, the district remained without any industry throughout the 1830s and 1840s. About 1850 a German, Frank Moorman, and his foreman, Michael Mullen, once more put the furnace in blast, and across the covered Point of Rocks Bridge, completed that year, a narrow-gauge track entered Loudoun County and ran for about a mile along the east side of present Route 15. There the new main furnace stood, with mules bringing in coke from the main Baltimore and Ohio Railroad line across the bridge in Maryland. And, by 1852, a new road (present-day Route 665) brought iron to smiths and forgers in the village now called Taylorstown.

Such progress led John W. Geary, a retired soldier and politician from Pennsylvania, to buy the 626-acre furnace tract in 1853 for $100,000. He set up a company village called Potomac Furnace and from 1854 to 1866 it had a post office by that name. The mining venture, however, did not prosper, and by 1857 Geary was $41,500 in debt. He sold the company to his principal creditor in 1859 for less than half the price he paid for it. In 1860 the furnace produced 2,250 tons of pig iron valued at $85,000, a value exceeded in Virginia only by a Rockbridge County furnace. The war closed the railroad and furnace, and about 1870 Addison McKimmey bought the works, dismantled the furnace, and used its brick and stone to construct his still-standing lime kiln, located on Sinclair's Lane, that operated until about 1910. Many of the furnace tract's sixty-foot-deep pits remain visible today.

The construction of the Point of Rocks toll bridge in 1850 signaled the demise of the area's first post office, which had been established in 1819 at Noland's Ferry. A new post office was opened in either the house or an adjacent outbuilding at Kenslee Hill; it closed in 1854 because of the proximity of the Point of Rocks post office in Maryland. Neither of these early Loudoun County post offices have survived.

The Hawling family continued to operate its ferry until 1833, when it was purchased by John Spinks. After the completion of the Chesapeake and Ohio Canal on the Maryland side of the Potomac River in 1832, a post office at the mouth of the Monocacy River in Maryland was opened that year. It operated intermittently until it finally closed in 1909, and the residents of northeastern Loudoun County used it until then. Spinks's Ferry probably ceased operations when Spinks died in 1850.

The canal trade and the warehouses at ferry sites prompted merchants to establish stores, which often were selected as post offices. Goresville, which probably was named for Truman and Tilghman Gore--brothers who began to buy land in the area in 1835 and who by mid-century owned nearly a thousand acres--became a post village in 1852. The village had two

stores and flourished until the post office closed in 1892. Goresville's last store closed in 1915; most of the old buildings were taken down when Route 15 was paved in 1929.

In addition to Goresville, Potomac Furnace, and the collection of buildings at the ferry site, the last remaining pre-Civil War village in the district is Stumptown, which in its early days was called Larowe. Between 1812 and 1817 Isaac Larowe sold several one- to fifteen-acre lots in the town on the east side of Catoctin Mountain on the back road to Waterford. About 1859 David William Frye sold five two-acre lots on land he had cleared of timber except for the stumps. Frye was the leading area builder for the remainder of the century, constructing dwellings, barns, schools, and churches. By 1868 the village was known as Larew or Stumptown. This area, as with most of the mountain land, was settled by the less affluent, including some Germans and Quakers from the Loudoun Valley.

The one other prewar community of note was a spiritual one: New Valley Church, which was constructed shortly after 1767 when the congregation organized. Some members had belonged to a New Valley Church in Bucks County, Pennsylvania, and adopted the old name for their new church. New Valley was a Baptist church organized by Elder Joseph Thomas, and its proximity to the mountain and northern sections of the district indicates that here dissenters from the established Anglican Church lived. The present stone building, built by Benjamin Grubb and John L. Stout in 1850-1851, was the only church in the district until after the war; indeed it had been the only house of worship after the Chapel Above Goose Creek was dismantled about 1805. One can only speculate as to why this area did not have more spiritual havens; perhaps many residents chose to worship in Leesburg, which was only a few miles away.

Civil War

The antebellum era ended for Loudoun County, and for the nation, when on 23 May 1861 the Virginia electorate voted to ratify the Ordinance of Secession passed by the constitutional convention in Richmond. At Cornelius Paxson's store in Goresville, the election precinct for the district, the voters affirmed the inevitable: 117 votes for secession, 19 against--the latter presumably from the mountain folk.

The war came to the district in the form of the Battle of Ball's Bluff on 21 October 1861. The battle might never have occurred if the Union "demonstration" on the Virginia side of the Potomac River had remained just that. Instead of merely feinting, however, the Union forces scaled the steep riverbank, and as the seventeen hundred men and three cannon reached the crest that overlooked Leesburg two miles away, they found themselves surrounded. Their only escape route--the rocky path by which they reached the high ground--lay close to the Confederate line. More

than seven hundred of the attacking Federals were recorded as killed or missing. Most of them drowned as they jumped into the two-hundred-foot-wide Potomac channel that separated Harrison's Island from Virginia. Among the dead was Colonel Edward Baker, a United States senator from Oregon, and a good friend of President Abraham Lincoln. More than five hundred Union prisoners were sent to Manassas, and the Union general Charles P. Stone, who gave too much authority to green army reservists, was arrested and confined for six months. Seventy-six acres of the ninety-nine-acre battlefield site are designated a National Historic Landmark.

The present Ball's Bluff National Cemetery, which was created in 1865 by an act of Congress, is situated on land donated by Governor Thomas Swann, of Morven Park. Colonel Baker was buried at the site of the present stone marker, but his remains were removed years ago. The second stone, which appears to be the grave of Confederate Corporal Clinton Hatcher, also is but a marker. To commemorate his death the present Loudoun County organization of descendants of Confederate fighting men is named the Clinton Hatcher Camp. The stone wall surrounding the circle of graves is local red sandstone.

While the district was Confederate in its sentiment, it was generally Union territory after General John W. Geary--the former owner of the Potomac Furnace--occupied Leesburg in March 1862. During the first two years of the war, before the Point of Rocks Bridge was destroyed, the area north of Potomac Furnace was a corridor that linked Maryland and the largely pro-Union Loudoun Valley. Although few skirmishes took place in the area, troops marched steadily through the Lost Corner on their way to Antietam in September 1862. Clearing the enemy from the river crossings, General D. H. Hill's division moved north on the turnpike and crossed at Point of Rocks. General John G. Walker's division crossed at Spinks's Ferry and after Antietam recrossed at Point of Rocks and moved west to Lovettsville. Later that month, General J. E. B. Stuart, returning from his second ride around McClellan, crossed into Loudoun with twelve hundred captured horses at White's Ford. Elijah Veirs White, who lived by the ford and had scouted ably for the South at the Ball's Bluff battle, had told Stuart that the ford was the only crossing east of Harper's Ferry where the water was not over a horse's head. The Confederates would remember that ford.

Because of White's prowess at Ball's Bluff he was allowed to raise a partisan unit known as the Comanches, officially the 35th Battalion, Virginia Cavalry. The Comanches served with Ewell's Brigade in the Peninsula campaigns, with Stonewall Jackson's 2nd Corps, and in Loudoun County late in the war, where they disrupted Union communications and opposed the Union partisan force led by Samuel Means, of Waterford.

During the Gettysburg campaign, in June 1863, Union infantry breached Catoctin Mountain by either the Stumptown or Bald Hill roads (probably both), and crossed the Potomac at Noland's Ferry. Much of the Union cavalry that had fought so well in the Aldie-to-Upperville battles earlier in the month also crossed at Noland's.

In June 1864, to relieve the pressure of Grant's attacks on Richmond and Petersburg, Lee sent Major General Jubal A. Early to strike at Maryland. Early won a series of victories and came within sight of Washington, but delayed his attack until Grant's force arrived at the city. His forces too weak to force a battle, Early withdrew. He had succeeded only in drawing some of Grant's troops from the Richmond-Petersburg front. Early crossed into Loudoun County at White's Ford and a few days later the Federals followed. On the Loudoun side of the ford they shelled the rear guard of the Confederates guarding Leesburg; opposing cavalry patrols clashed near the ford and near Goresville. This was the last major skirmish in the district.

Reconstruction to the Twentieth Century

With the return of peaceful commerce at the end of the war, transportation concerns again were paramount. Because the Point of Rocks Bridge was destroyed, Noland's Ferry again became the main northerly crossing. An iron cable was added and the ferry operated until the early 1900s. The bridge was rebuilt sometime in the 1870s. The second postwar ferry, White's, also had an iron cable installed, in 1872, the new name a result of its purchase in 1866 by war hero Elijah V. White. He established a new warehouse on the Maryland side of the Potomac River, and in 1877 he built a warehouse on the Loudoun side. These interests complemented his dry goods store in Leesburg and his warehouses at Edwards's Ferry, a franchise he also owned. On the Maryland side of White's Ferry there was a post office by that name from 1878 to 1900. The old sand road from Leesburg to Point of Rocks was macadamized in 1904 between Limestone Run and Leesburg. To pay for the improvement a tollgate was erected at the edge of Leesburg, where travelers paid twenty-five cents for the three-and-a-half-mile stretch. The tolls were removed in 1917, and by 1922 the road became part of the fledgling United States Highway System as Route 15. It was paved in 1929.

The discontinuation of Spinks's Ferry and the concentration of traffic on Route 15 and the road to and from White's Ferry gave a nickname to the bulbous promontory jutting into the Potomac east of Lucketts and Goresville: the Lost Corner. This region and the area about Stumptown were favorite havens for the traveling Gypsies who often wintered there; the men raced their horses against local steeds, especially during August court days. The main race ground was a section of the old Spinks's Ferry Road (present-day Route 661) known as Long Lane where there is a straight

stretch of exactly one mile. Gypsies continued to camp in the area through the 1940s.

New villages were built, such as Luckett's Cross Roads, which was named for the Luckett family (perhaps William and Mary Luckett) that lived at the crossroads during the mid- and late nineteenth century. The Lucketts Post Office was established in 1890 at Sam Luckett's store, and with the late-1850s grist mill of Wilson Saunders nearby--the only interior-area water-powered mill--the village flourished. Lucketts also had a blacksmith shop. The present corner store was built by Roger Luckett in 1904, and during the early years of this century Dr. Dan Willard, of Lovettsville, had an office by the store and visited the village once a week. Lucketts went into decline in the early 1910s--due to electricity. Leesburg had it and Lucketts did not, a situation that caused an out-migration from Lucketts. Lem Fry, for instance--a talented carpenter who had opened a shop in Lucketts--moved to Leesburg, as he could turn more complicated pieces on an electric-powered lathe. When Mae Arnold Luckett, wife of Roger Luckett, closed the post office in 1960 there was a line-up to receive the last postmarks. Roger and Mae Luckett were the last Lucketts to live in Loudoun County.

Northwest of Lucketts, on the eastern slope of Catoctin Mountain, was built a village called Mount Pleasant by its black residents. The village took its name from a church that was constructed in 1880 by Jewell Fry; the congregation earlier met in the home of Liza Jenkins. Others called the community Scattersville, for the homes are scattered along a half-mile of the Bald Hill Road. A Mr. Gregg ran a store at the top of Bald Hill from the early 1850s through the early 1890s, and Harry Umbaugh operated the village store from 1914 to 1933. Next to the church stood the black Odd Fellows' Hall, which was built in the late 1910s and demolished in 1977. For many years this was the only church-fraternal hall combination surviving in Loudoun. Because of its small size, Mount Pleasant did not merit a post office.

Stumptown, a poor white community farther south on the mountain, also did not have a post office. David William Frye began the construction of Bethel Free Church in 1859 but did not complete it until 1874. Maps and deeds of the late nineteenth century, ever trying to avoid the name Stumptown, called the village Bethel. One or two stores date from the early 1880s; the establishment of Fry and Carter was in business under that name from 1907 to 1945 and was run by others until 1969. David Frye also had a sawmill and coffin-making shop and continued to cut timber on the eastern slopes of Catoctin Mountain. The Free Church, which was open to all Christian denominations, became Bethel Methodist Church in 1919.

Black Swamp, a community named for the many black oaks that grew there, itself grew up about Christ Episcopal Church, which was built by David Frye about 1869. The parsonage was constructed next to the church in

1890. Charles Bowman built the still-standing store and gas station in 1930 next to newly paved Route 15; it closed in the early 1960s. Dyer Gum's store and gas station, which still is in operation, dates from 1932.

It is not known how many small rural stores were active in the district following the Civil War, but by the early twentieth century only three were in use. One of the best known was operated from 1919 until 1935 by James W. Shry at the turn of the road from Noland's Ferry. Jason Barnhouse's grocery, which he ran from 1943 until the late 1950s on the road to Taylorstown, is still standing, but Ulysses and Annie Wilt's nearby store, which they operated between 1914 and 1953, burned shortly after it closed.

Several rural churches were constructed after the Civil War in the wake of a strong spiritual revival. Two, both Presbyterian, are especially significant. Faith Chapel, located a mile east of Lucketts, was built in 1884-1885 by David William Frye. Catoctin Furnace Chapel (present-day Furnace Mountain Church) was constructed in 1917 by Eddie Spring, Joshua Stocks, and others. The lumber was cut at Owen Heater's sawmill on Awbrey's Spring Branch, a fixture from the early twentieth century until it closed in 1955. The chapel's first congregation was derived from Faith Chapel.

The establishment of the public school system in Virginia in 1870 soon resulted in the construction of at least eight one-room schools. Six of them (Fire, Chapel Lane, Oak Hill, Red Hill, Sunnyside, and Stumptown) have completely vanished. Two have been remodeled and enlarged into dwellings: Limestone, which was built by David William Frye in 1874, closed in 1929, and Mount Pleasant, the only school for blacks, which was built by Jewell Fry and Jonah Spring in 1891, closed in 1937. A ninth one-room school (Bald Hill School) survives nearly intact, but it is not known when it was constructed, and it closed early in this century. Most of the schools for white children closed when the seven-room Lucketts School--it also served as a high school until 1938--opened in 1916. An increase in the population of children in the Furnace Mountain area resulted in the construction of the two-room Furnace Mountain School, which was built by Elbert Divine in 1922; it closed in 1938.

After the Civil War district farmers discarded the old field-new field system of agriculture that was so dependent on slave labor. Wheat and other grasses became popular crops. The rise of the West as the foremost cattle-raising region in the United States resulted in the wintering and fattening of cattle in eastern grasslands. In addition, the relative flatness of the district's lands made them more conducive to harvesting by steam-powered threshers and farm machinery than the more rolling country west of Catoctin Mountain. Many farms had commercial apple

orchards. The proximity of the district to the Baltimore and Ohio Railroad's main line (the leading eastern cattle market was at Baltimore), the Chesapeake and Ohio Canal, and the railroad at Leesburg provided Loudoun County farmers better access to distant markets. The yields of wheat in the district averaged twenty-five bushels an acre, five bushels more than in the county at large. Yields of corn averaging forty to forty-five bushels an acre, five to ten bushels more than the rest of the county.

By the early 1870s Dr. Frank Mason had bought Chestnut Hill and had enlarged the old house built for Samuel Clapham about 1800. Other members of the Mason family, as well as the Harrison family, of Leesburg, and the Shreve family, of The Kingdom--the rich agricultural area south of Leesburg--bought most of the fertile lands along Clark's Run and in the Lost Corner. The Whites, Harrisons, and former Maryland governor Thomas Swann owned large tracts that once belonged to Francis Awbrey and the Mason family.

Elijah B. White, son of Elijah Veirs White, began raising Percheron horses for draught use at his rebuilt Selma in 1903. James and John Page Laughlin, heirs to Pittsburgh's Jones-Laughlin Steel, began a dairy operation at Montresor shortly after 1924. Michael Henry Whitmore, a member of the Loudoun County board of supervisors for more than half a century, began dairy farming at the same time as the Laughlins. Perhaps the person most responsible for the agricultural renaissance was Westmoreland Davis, a New York attorney who purchased Morven Park in 1903. There he became one of the first farmers in the state to apply mass-production techniques to the raising of turkeys, and kept more than a hundred thousand birds. He had three dairies and large herds of Guernsey cattle, as well as Dulcet sheep. As a breeder of bloodstock horses he was one of the first area horsemen to consign steeds to the Saratoga sales. He was one of the organizers of the Loudoun Hunt in 1906, its first master of foxhounds, and an original governor of the National Steeplechase and Hunts Association. Between 1918 and 1922 he served as governor of Virginia.

Eugene M. Scheel/John S. Salmon

ENDNOTES

1. Northern Neck Grants A, 1722-1726 (Reel 290), 119, Archives Branch, Virginia State Library and Archives, Richmond, Va. (VSL&A).

2. See Northern Neck Grants A-I, 1722-1781 (Reels 290-294), VSL&A.

3. "Extracts from the Diary of the Journey of Bros. Joseph [Spangenburg] and Matthew Kentz through Maryland and Virginia in July and August, 1748," Virginia Magazine of History and Biography 11 (1903-1904): 242.

4. H. R. McIlwaine, ed., Journals of the House of Burgesses of Virginia, 1742-1749 (Richmond: Colonial Press, 1909), 288.

5. Loudoun County, Orders A, 1757-1762 (Reel 70), 3, VSL&A.

6. Thomas Anburey, Travels through the Interior Parts of America (London: William Lane, 1791), 2:281.

7. "Travel Diary of Bishop and Mrs. Reichel and their Company from Lititz to Salem in the Wachau (Wachovia) from May 22, to June 15, 1780," in Newton D. Mereness, ed., Travels in the American Colonies (New York: Macmillan Co., 1916), 590.

8. William P. Palmer, et al., eds., Calendar of Virginia State Papers and other Manuscripts Preserved in the Capitol at Richmond (Richmond: James E. Goode, 1881), 2:258.

9. Fairfax Harrison, Landmarks of Old Prince William (Richmond: Old Dominion Press, 1924), 2:463.

10. William Waller Hening, The Statutes at Large (Richmond: Samuel Pleasants, Jr., 1820), 2:258.

11. "Travel Diary of Bishop and Mrs. Reichel," 591.

12. Hening, Statutes, 5:176.

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Poland, Charles P., Jr. From Frontier to Suburbia. Marceline, Mo.: Walsworth Publishing Co., 1976.

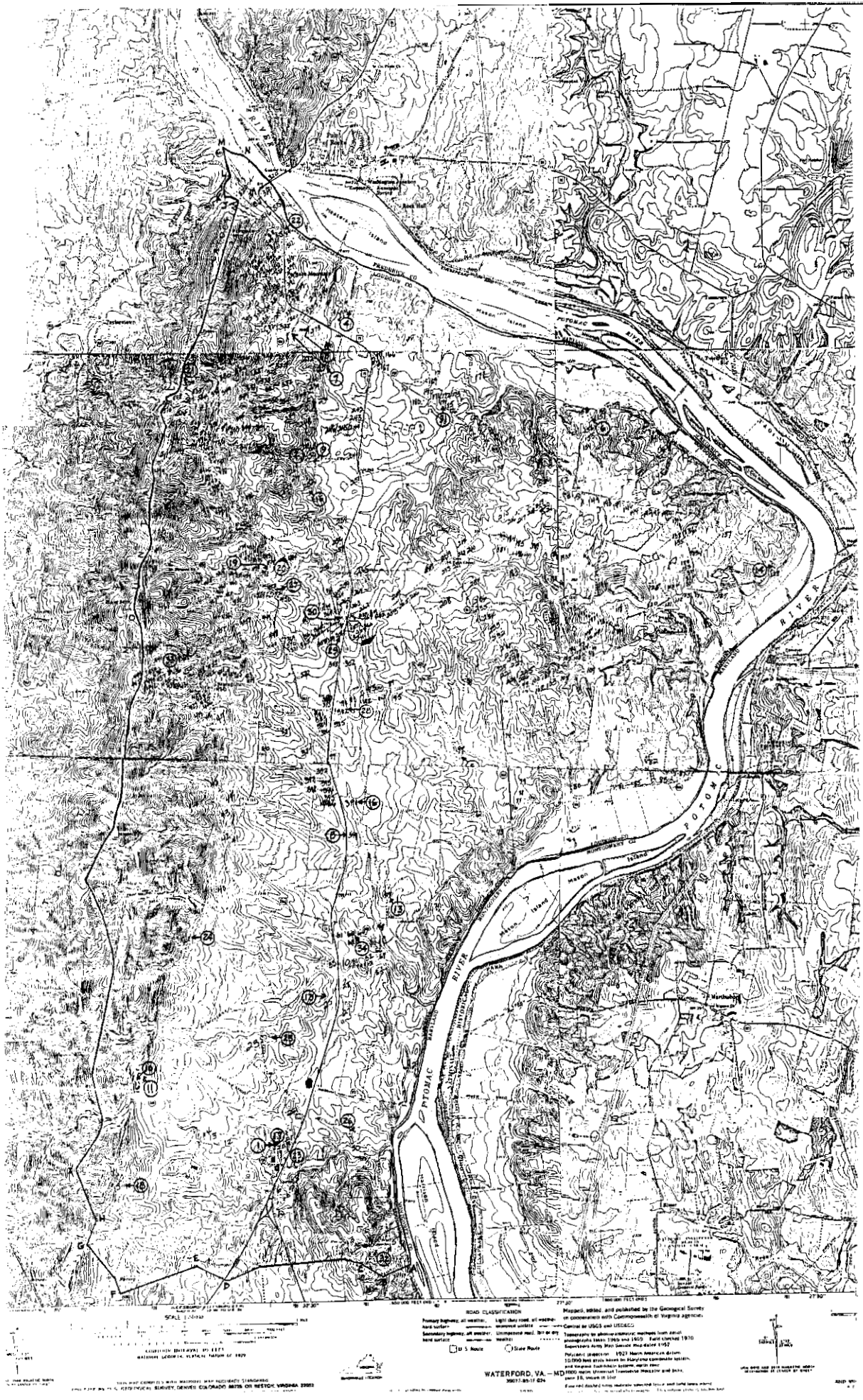
Virginia Division of Historic Landmarks. National Register of Historic Places Nomination Reports: Ball's Bluff Battlefield and National Cemetery (NHL), 53-307; Morven Park, 53-87; Rockland, 53-96.

VERBAL BOUNDARY DESCRIPTION

Beginning at a point A on the east bank of the Potomac River 600 feet downstream from the mouth of an intermittent stream discharging into the river southeast of Ball's Bluff Battlefield National Cemetery; then 1,635 feet west to a point B; then 750 feet northwest to a point C on the south side of Route 837; then approximately 1.25 miles west along the south side of Route 837 to a point D at the southeast corner of the intersection of routes 837 and 15; then crossing Route 15 and following the southern property line of Morven Park estate approximately 1,400 feet west to a point E; then continuing 3,800 feet southwest along the southern boundary of Morven Park estate to a point F on the east side of Route 698; then approximately 2,640 feet northwest along the east side of Route 698 to a point G; then approximately 1,200 feet northeast to a point H; then approximately 2,640 feet northwest to a point I at the ridgeline of Catoctin Mountain; then following the ridgeline of Catoctin Mountain for approximately nine miles north to a point J on the 500-foot contour of the north slope of the mountain; then approximately 900 feet northwest to a point K on the west side of Route 665; then following the west side of said road for approximately 700 feet northeast to a point L; then 1,400 feet northwest to a point M on the south bank of Catoctin Creek; then following the creek for approximately 1,000 feet east to a point N located on the Virginia-Maryland state line; then following the state line, which parallels the south bank of the Potomac River, for approximately 14.5 miles southeast to the point of origin.

BOUNDARY JUSTIFICATION

The boundaries of the Catoctin Rural Historic District are primarily defined by the two dominant geographic features of the area: the Potomac River and Catoctin Mountain. The northern and eastern boundaries of the district follow the south bank of the Potomac River which also serves as the Virginia-Maryland state line. The western boundary of the district follows the ridgeline of Catoctin Mountain and then descends along contour lines, property lines, and roads to Catoctin Creek which empties into the Potomac River in the northernmost extent of the district. The southern boundary of the district is defined by the southern property line of Morven Park estate, Route 837 which generally defines the northern corporate limits of the town of Leesburg, and the southern property line of the Ball's Bluff Battlefield and National Cemetery as it is defined in the National Register Registration Form for the site. The southern boundary also clearly divides the rural farmimg landscape that is defined by the district from the suburban development that extends to the northern town limits of the town of Leesburg. The district boundaries define a distinct geographic region of northern Loudoun County as well as an historic rural community.



Photos Keyed to Map ①

A - B District Boundaries