

United States Department of the Interior
National Park Service

029-0466

DRAFT

NOT LISTED

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: Georgetown Pike.

other names/site number: Georgetown and Leesburg Turnpike Road; Washington and Leesburg Turnpike Road; Falls Bridge Turnpike Road; Sugarlands Rolling Road.

2. Location

street: Route 193 and Route 123 between Route ⁷193 and Chain Bridge. not for publication: N/A
city or town: McLean; Great Falls. vicinity: N/A (X)
state: Virginia code: VA counties: Arlington; Fairfax code: 013 & 059 zip code: 22101; 22102; 22066.

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally . (See continuation sheet for additional comments.)

Signature of certifying official _____ Date _____

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

4. 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 Keeper _____

Date of Action _____

GEORGETOWN PIKE
ARLINGTON AND FAIRFAX COUNTIES, VA

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing	
<input type="checkbox"/>	<input type="checkbox"/>	buildings
<input type="checkbox"/>	<input type="checkbox"/>	sites
<u>6</u>	<u>5</u>	structures
<input type="checkbox"/>	<input type="checkbox"/>	objects
<u>6</u>	<u>5</u>	Total

Bob -
I'm not sure how
to count these resources.
See last page of section 7.

Number of contributing resources previously listed

Name of related multiple property listing (if any):

My inclination is to count
the road as 1 ^{contrib.} resource and

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION

the stone retaining wall and
stone + brick bridge each as
1 contrib. resource. That's all.

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION

Sub: road-related (vehicular)

7. Description

Architectural Classification (Enter categories from instructions)

N/A

Materials (Enter categories from instructions)

foundation: N/A
roof: N/A
walls: N/A
other: N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**GEORGETOWN PIKE
ARLINGTON & FAIRFAX COUNTIES, VA**

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, ob
- F** a commemorative property.
- G** less than 50 years of age o

*Bob -
I think Transportation
should be the only area
of significance. What
do you think?*

Areas of Significance (Enter categories from inst

- AGRICULTURE
- COMMERCE
- ENGINEERING
- EXPLORATION/SETTLEMENT
- POLITICS/GOVERNMENT
- TRANSPORTATION



Period of Significance: 1608 to 1934.

Significant Dates: 1608; 1632; 1747; 1791

*significance should be
1813 - 1934.*

Significant Person (Complete if Criterion

Cultural Affiliation: N/A.

Architect/Builder: N/A.

Narrative Statement of Significance (Expl sheets.)

re continuation

GEORGETOWN PIKE
ARLINGTON AND FAIRFAX COUNTIES, VA

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- 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

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Division of Historic Preservation, Fairfax County Park Authority; Heritage Resources Branch, Fairfax County Office of Comprehensive Planning; Great Falls Historical Society.

10. Geographical Data

Acreage of Property: 14.73 miles; right-of-way

I believe an estimation of acreage ~~can~~ ^{should} be given here, although somewhat difficult to ascertain.

UTM References (Place additional UTM references on:

	Zone Easting	Northing	Zone Easting	
1	_____	_____	_____	3
2	_____	_____	_____	4

See continuation sheet.

Verbal Boundary Description: Route 193 and t
between Route 193 and

23

Boundary Justification: Virginia Department

entirety.

11. Form Prepared By

name/title: Tanya Edwards Beauchamp / architectural historian
under contract with the Fairfax County Park Authority, Fairfax County, Virginia

date: December 30, 1995

street & number: 930 Leigh Mill Road

telephone: 703-759-3796

city or town: Great Falls

state: Virginia

zip code: 22066

**GEORGETOWN PIKE
ARLINGTON AND FAIRFAX COUNTIES, VA**

Page 5

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

- Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name: Commonwealth of Virginia, administered by the Virginia Department of Transportation
street & number: 1401 East Broad Street **telephone: 804-786-2707**
city or town: Richmond **state: Virginia** **zip code: 23219**

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 3712 Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Georgetown Pike
Arlington and Fairfax Counties, VA

Narrative Description

'Georgetown Pike' is the common name of the historic turnpike road connecting Georgetown in the District of Columbia with Leesburg and Snickersville in Loudoun County. The road was built in the first half of the nineteenth century in four sections by four different privately organized and subscribed turnpike companies, each depending upon its connection with the others. These were the Georgetown and Leesburg Turnpike Company, the Falls Bridge Turnpike Company, the Leesburg Turnpike Company, and the Leesburg and Snicker's Gap Turnpike Company. The Georgetown Bridge Company, having built the bridge which carries the road over the Potomac River at Little Falls, was an essential fifth private company participant. This bridge has been repeatedly destroyed by flooding and abusive use since the first bridge was completed in 1797. Today it is known as the Chain Bridge after the bridge which was in use during the construction and most active period of the Georgetown Pike. The road itself has been popularly known as the Georgetown Pike since 1813 when construction of the Falls Bridge Turnpike Road between the Leesburg Turnpike Road and the District of Columbia boundary, now the Arlington County boundary, was authorized by the Virginia Assembly, and the Georgetown and Leesburg Turnpike Road between Falls and Water Streets in Georgetown and the Falls Bridge Turnpike Road was authorized by the U. S. Congress.¹

Today the Virginia Department of Transportation (VDOT) applies the name 'Georgetown Pike' only to Route 193, that section of the historic turnpike road in Fairfax County which runs between the west boundary of the Central Intelligence Agency (CIA) at Langley and the Leesburg Pike (Route 7) at Dranesville. In 1973, at the request of the Fairfax County Board of Supervisors, the Commonwealth Transportation Board, in cooperation with the Virginia Department of Conservation and Recreation, designated Georgetown Pike (Route 193) as the first Virginia Scenic and Historic Byway. For purposes of the National Register of Historic Places, the name 'Georgetown Pike' will be used, as it has been historically, to refer to the entire original length of the old turnpike road as defined above, and will encompass all changes in development and ownership. That section of the Georgetown Pike extending eastward from Route 193 to the District of Columbia boundary at Chain Bridge has been renamed Chain Bridge Road/Dolley Madison Boulevard (Route 123). West of Route 193 the road is designated as the Leesburg Turnpike or Harry Byrd Highway (Route 7). Between Leesburg and Snickersville the old road is also designated Route 7.

This nomination is concerned with that 14 mile section of the Georgetown Pike in Fairfax County, Virginia, which was built by the Falls Bridge Turnpike Company in the period 1813-27, as well as the 3/4 mile section built by the Georgetown and Leesburg

¹ Documentation provided in Section 8 will not be duplicated in Section 7 except where it provides a particular application in the Narrative Description.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 2

Georgetown Pike
Arlington and Fairfax Counties, VA

Turnpike Company in Alexandria County of the District of Columbia, now Arlington County, Virginia, during that period.² The latter section was acquired by the Falls Bridge Turnpike Company in 1847 after retrocession of Virginia lands by the U. S. Congress in 1846. The road begins at the boundary between the District of Columbia and Virginia on the south bank of the Potomac River at Chain Bridge. From this point at the mouth of Pimmit Run below the Little Falls of the Potomac River, the road turns 90 degrees to the right and ascends the ridge of the palisades, parallel to the river. It proceeds in a direct line through the Langley Fork Historic District toward the Great Falls of the Potomac. This line becomes the southern boundary of the Great Falls National Historical Park and continues on to the present village of Great Falls. At Great Falls the road takes a more southerly direction, traveling in a direct line to meet the Leesburg Pike at Dranesville near the Loudoun County boundary.

The Georgetown Pike is a road built in conformance with the available engineering expertise and construction resources of the early nineteenth century. Its original bridges were constructed of stone and wood, with minimal use of iron. Its roadbed was 'formed' by cutting and filling, building stone retaining walls where necessary, and working within the context of the natural terrain to the extent possible. The road was built using the labor of men, horses and wagons, with the materials at hand in the countryside through which it passed. The Georgetown Pike parallels the Potomac River, but does not follow its meandering course. After beginning the ascent from Chain Bridge, the river is never again visible from the road, although it passes so close to the river at Great Falls that the roar of the water can be heard. Valued today as a scenic road, it was built as a commercial undertaking to divert the trade of the western agricultural lands and frontier from Alexandria to the port of Georgetown in the new Federal City. Before the coming of the railroad, it offered those who paid the tolls the shortest possible route to market in Georgetown on a commodious, carefully maintained and regulated paved road.

The Georgetown Pike today, although designated a primary road by VDOT in 1948, maintains its historic integrity to a remarkable extent. As originally built, the stone-paved roadbed was 20' wide, with maintained 15' wide summer roads where practicable, and open ditches at either side of the paved surface. A 50' wide right-of-way was authorized by the Virginia Assembly; 60' by the U. S. Congress. Today the Georgetown Pike is a two-lane undivided rural road. The roadbed, now paved with bituminous concrete, is still approximately 20' wide with open ditches and no shoulders. The right-of-way is still 35' to 50' in width. The summer roads have long since been abandoned for use, but remain in the right of way. Georgetown Pike was considered a graded road when first built, with an incline not exceeding 4" mandated in its charter. In conformance with the engineering standards and capabilities of the time, its construction

² Virginia Department of Transportation, "Primary Log Book".

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 3

**Georgetown Pike
Arlington and Fairfax Counties, VA**

followed the natural contours of the land where possible. By today's standards the road seems ungraded, but in the early nineteenth century it represented a significant advance in the technology of road construction in the Commonwealth. The Georgetown Pike becomes part of the historic countryside through which it passes. Its scenic qualities, though great, are fortuitous and incidental to its original use as an agricultural marketing road. This is in contrast to the adjacent George Washington Memorial Parkway which was designed specifically and exclusively for automobiles. Constructed with the aid of steel and reinforced concrete, this road traverses the summit of the Potomac Palisades. Imposed upon a superb natural landscape with well-placed scenic overlooks toward the river and the city, it purposefully creates an unforgettable designed landscape as a memorial to Washington.

Circumventing the Great Falls of the Potomac River, the Georgetown Pike passes through an extraordinarily scenic, environmentally fragile Potomac River Valley area which includes the Great Falls and Gorge of the Potomac, rugged woodland, open horse country, quasi-rural residential development, and nine watersheds. There are no billboards erected along Georgetown Pike and the only commercial development, at Great Falls, is low scale and residentially oriented. The road borders the George Washington Memorial Parkway along Pimmit Run, the Fort Marcy Park, the Langley Fork Park, the Scotts Run Nature Preserve, the Greenway Heights Park, the Difficult Run Stream Valley Park, the Great Falls Park, the Great Falls Grange Park, and the Windermere Community Park. The Riverbend Park is adjacent to the Great Falls Park and close to the Georgetown Pike. Much of the river frontage in this area belongs to the Northern Virginia Park Authority and open space easements have been granted by the county on a number of private properties along the road. Adjacent properties listed in the National Register of Historic Places include the Langley Fork Historic District, Cornwell Farms, and the Patowmack Canal at Great Falls Historic District. The latter has been designated a National Historic Landmark. The Colvin Run Historic Site and Dranesville Tavern, while not located on the Georgetown Pike, are associated with it. In addition, forty per cent of the known historic resources of Fairfax County are located on or in the vicinity of the Georgetown Pike and are contextually related.

The rural landscape through which the Georgetown Pike travels is dominated by the watershed and geology of the Potomac River. A river of national importance, it is rich in historic, scenic, and environmental resources of extraordinarily great diversity and significance. The Potomac has its source in a West Virginia spring high in the Alleghenies which is marked by the 'Fairfax Stone' at the northernmost point of the 1659 patent of Virginia's Northern Neck Proprietary. It descends to cross the Shenandoah Valley and then the Blue Ridge Mountains. Thomas Jefferson rhapsodized--

The passage of the Potomac through the Blue Ridge is perhaps one of the most stupendous scenes in nature. You stand on a very high point of land. On your

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 4

Georgetown Pike
Arlington and Fairfax Counties, VA

right comes up the Shenandoah, having ranged along the foot of the mountain a hundred miles to seek a vent. On your left approaches the Potomac, in quest of a passage also. In the moment of their junction they rush together against the mountain, rend it asunder, and pass off to the sea.³

Noting the extreme contrast of this wild and picturesque landscape with the calm of the valley below, Jefferson declared, "This scene is worth a voyage across the Atlantic." Frederick Gutheim, after quoting Jefferson in *The Potomac*, comments--

As matters stand today, the Potomac flows across the mountains that have risen to their present height since the river was first established in its bed! A further paradox, as it crosses the Great Valley, is that the valley floor is hundreds of feet higher than the level of the Potomac river.

The Potomac is the oldest thing one sees in the landscape. Much of the eloquence of the exposed river bed as it is seen in the immense gray rocks at Great Falls expresses this.⁴

As the Potomac descends from Harper's Ferry, it passes first through the almost level Leesburg basin, slowing and meandering. At the western boundary of Fairfax County, in the Sugarlands/Seneca Road area, the river is broad, shallow, and fordable in season as it enters a variable region of piedmont plateau, with underlying hard and erosion-resistant rock. Here it winds through a hilly and rolling agrarian countryside. There are many low islands formed by river deposits of sand and gravel. Passing Conn Island, site of an eighteenth century ferry, the Potomac bends sharply, accelerates, narrows, and deepens as it abruptly drops 77' over the Great Falls and into the Mather Gorge. From this point the river descends tumultuously through palisaded cliffs at times more than 300' in height. The course of the river twists tortuously in deep, narrow channels through islands and rapids of exposed bedrock littered with earlier flood debris. Below Little Falls and the head of Potomac navigation near the mouth of Pimmit Run, the channel deepens in places as much as 70-90'. The river becomes increasingly tidal, broadens, and calms as it approaches the District of Columbia. The Three Sisters islands, just west of Georgetown, are the last visible occurrence of primordial bedrock. Opposite the monumental core of the Federal City the Potomac emerges into the low Atlantic coastal plain, moving toward its ten mile wide mouth at Point Lookout, Maryland. Here it enters the Chesapeake Bay and, eventually, the Atlantic

³ Frederick Gutheim, *The Potomac*, (New York: Holt, Rinehart and Winston, 1974, c 1949 (*Rivers of America*); reprint, Baltimore and London: The Johns Hopkins University Press, 1986), 167-8.

⁴ *Ibid*, 169.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 5

Georgetown Pike
Arlington and Fairfax Counties, VA

Ocean.⁵

The Potomac River drains 14,670 acres in Virginia, Maryland, West Virginia, Pennsylvania, and the District of Columbia. The fourth largest watershed on the East coast and the second largest in the Chesapeake Bay, the Potomac is three hundred and eighty-three miles long. The flow of the Potomac at the Great Falls averages 92,206 gal/sec. It may be as low as 10,040 gal/sec in the summer, or more than 10,568,000 gal/sec during floods. Occasionally the Potomac River will rise out of its gorge to flood the Park at Great Falls.⁶ The flood of 1936 caused major property damage here. Nine watersheds empty into the Potomac from Fairfax and Arlington Counties in the ten mile stretch above the head of navigation below Little Falls. These include Sugarland Run, Nichol Run, Pond Branch, Difficult Run, Bull Neck Run, Scott's Run, Dead Run, Turkey Run, and Pimmit Run. The countryside is rocky and precipitous near the Falls; hilly and rolling beyond the palisades, away from the river. Each of the above streams has carved its own valley and becomes increasingly rocky as it nears river. Those below the Great Falls travel through deep and picturesque ravines, some, like Difficult Run and Scotts Run, breaking through the Potomac palisades in waterfalls of their own. These streams are also subject to frequent flooding.

The forests which existed here at the time of European settlement included original sub-arctic spruce and jack pine growing together with chesnut, hickory, elm, maple, walnut, and increasing numbers of oak and Virginia pine. These forests were largely destroyed through fire, clearing and cutting. Some remnants of the original sub-arctic forests still exist in isolated areas near the Potomac, including Bull Neck Run and the Scotts Run Nature Preserve. With the decline of agriculture and dedication of parklands, they are returning to their presettlement composition. Chesnut is, of course, now extinct. Wildlife includes an increasingly urbanized population of mammals such as racoon, squirrel, fox, chipmunk, rabbit, opossum, beaver, skunk, and deer. There is a large and varied population of song-birds. Migratory waterfowl, osprey, and bald eagles are often sighted. A wide variety of habitats exists here, depending upon landscape features, availability of water, and microclimate.⁷ Areas of unusual environmental interest include Black Pond on the Madeira School site below Difficult Run and the Scotts Run Nature Preserve. In recent years efforts have been made to restock the Potomac at Great Falls with anadromous fish.

⁵ John C. Reed Jr., Robert S. Sigafos, and George W. Fisher, *The River and the Rocks: The Geologic Story of Great Falls and the Potomac River Gorge*, (U.S. Geological Survey Bulletin 1471; reprint, Washington, D.C.: Parks and History Association, 1984, 1990) 1-7.

⁶ *Ibid.*, 7.

⁷ *Ibid.*, 20-3.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 6

Georgetown Pike
Arlington and Fairfax Counties, VA

The mouth of Pimmit Run was a fishing, trading, and transportation point for Native Americans, early English explorers and Colonial settlers alike. Captain John Smith in 1608 and Henry Fleete in 1632 had remarked upon the abundance of natural resources. Fleete established an English trading center for northern furs here at the head of Potomac navigation. The earliest road here probably followed a pre-settlement trade route circumventing the Great Falls, and was little more than a beaten path winding its way through the terrain in the most comfortable and direct way possible. Such a trail would only have accommodated a man on foot or on horseback. A public ferry and ordinary or drovers' inn were operating here by 1737, and may have been established by 1720. These were followed by Thomas Lee's tobacco warehouse in 1747. The Falls Rolling Road from Falls Church, and the Sugarlands Rolling Road from above the Great Falls served Lee's warehouse. The Sugarlands Rolling Road, by the time of the American Revolution, had become a well-traveled route maintained under the authority of the Fairfax County Court. Philip Richard Fendall and Lewis Hipkins acquired property here in 1789, and by 1803 had established a merchant mill, brewery and distillery. By 1815 this property had been acquired by Georgetown merchant Edgar Patterson, who operated a paper mill, flour mill, wool factory, and stone quarries at the site.

As planning began for the new Federal City, a group of Georgetown merchants launched a capitalized venture which would link the port of Georgetown with the trade of the western frontier. In 1791 the Georgetown Bridge Company was incorporated in Maryland to build a toll bridge over the Potomac River at or near Georgetown. By 1795 the site had been selected and construction was underway at the mouth of Pimmit Run where the old ferry connected with the Sugarlands Rolling Road. The directors of the Georgetown Bridge Company petitioned the Maryland Assembly to open a toll road between Georgetown and the new bridge. The latter, called the Falls Bridge, opened for business in July of 1797.

The Falls Bridge Turnpike Company was incorporated by the Commonwealth of Virginia on February 18, 1813. The new company was charged with establishing a "...Turnpike Road, commencing at any point on the route laid down for the Leesburg Turnpike Road, and extending, towards the Fall's Bridge, as far as the boundary of the district of Columbia, in such direction as to the stockholders of the said company may seem most expedient, having regard to the quality of the ground over which the said road passes and to the shortness of distance."⁶ The route selected followed the Sugarlands Rolling Road from the present Fairfax County boundary to Difficult Run and from Difficult Run extended directly toward Drane's Tavern on the proposed Leesburg Turnpike Road. Construction was to begin within two years and completed within ten years after it was begun. The Commonwealth required--

⁶ *Acts of the Virginia Assembly* [hereinafter cited as *Acts*], 1813, ch.XXXIX, 57.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 7

Georgetown Pike
Arlington and Fairfax Counties, VA

...the president and directors to make bridges over all the water courses crossing the said road where they shall be found necessary, and shall make the said road fifty feet in width, twenty feet of which shall be covered with gravel or stone in such places as shall require it, so as to render the passage of waggons thereon as easy and convenient as possible...the whole length of said road, and the residue of the breadth thereof shall be improved and kept in proper state of repair as a summer road, for the use of horse and foot passengers at all times of the year; that a sufficient ditch be cut on each side of the road...⁹

In June, 1813, the U. S. Congress incorporated the Georgetown and Leesburg Turnpike Company to build the road in the District of Columbia from Falls and Water Streets in Georgetown to the Fairfax County boundary to meet the road of the Falls Bridge Turnpike Company. Construction standards required by Congress were considerably more stringent than those specified by the Commonwealth, requiring a road no less than sixty feet wide overall, the paved portion to be--

...at least twenty-four feet in breadth, throughout the whole length thereof, to be made an artificial road of stone, gravel or other hard substance, of sufficient depth or thickness to secure a solid and firm road, with the surface as smooth as the materials will admit, and so nearly level that it shall in no case rise or fall more than an angle of four degrees with a horizontal line; and the said road shall thereafter be kept in good and perfect repair; and wheresoever upon the said road any bridge shall be deemed necessary, the same shall be built of sound and suitable materials.¹⁰

The terrain of the Potomac piedmont plateau over which the road would pass was often too mountainous to allow uniform adherence to either the standards of either the Commonwealth or the Congress. The need to obtain construction materials and provisions for the men and horses employed on the work from the adjacent countryside was also a hindrance. The road was, in addition, financed at first entirely by private venture capital, and its progress subject to unanticipated fluctuations in the economic health of the region and the young nation. The turnpike companies conformed to the above specifications to the extent possible under these conditions, and the road was completed as far as Difficult Run in the fall of 1819. By this time the Commonwealth had created a Fund for Internal Improvements administered by a Board of Public Works allowing the Commonwealth to participate in internal improvement ventures financially, as well as in a regulatory sense.

John Mason Jr., president of the Falls Bridge Turnpike Company, described the eight mile long finished segment of the road in Fairfax County to the Virginia Board of Public Works in his 1820 report as follows--

⁹ Acts, 1813, ch. XXXIX, 58.

¹⁰ U.S. Stat. at L., 1813, ch. 12, 16.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 8

Georgetown Pike
Arlington and Fairfax Counties, VA

The road from the boundary line of the District of Columbia to Difficult run, comprising a distance of about 8 miles, is completed, together with a substantial bridge across said run. This bridge is 220 feet long, and 20 feet wide; it stands on two large stone abutments, and three stone piers 18 feet high; is further supported by three ranges of chains, extending from end to end, resting on the stone piers; and has supports of strong upright timbers between the piers where necessary. The road is so graduated as in no instance to exceed 4 degrees ascent; its whole width is 35 feet: The summer road is 15 feet, and that which is paved 20 feet. This paving is done with large stone, closely fitted together, 12 inches deep in the centre, falling off to 6 inches on the sides, and covered with broken stone 6 inches deep from side to side; making 18 inches stone in the centre, and twelve inches on the sides; the whole is covered with sand, gravel or clay, as was found most convenient.

The country through which this road passes, was in many places scant of materials proper for road making; and is extremely rough and even mountainous. Many culverts and arches were accordingly necessary to afford the waters passages, which should not injure the road. The sums required to overcome these difficulties, together with the levelling of hills, filling deep ravines, and building the bridge above-mentioned, have been so considerable as to exceed the funds of the company...¹¹

The road construction went beyond the initial Commonwealth requirements. Testimony during a chancery court case for payment of a subcontractor building the road in the extremely challenging Difficult Run section suggests that work on the road overall was not always done in strict conformance with contract. Construction conditions were, as Mason recounts, very difficult in some parts of the road. An engineer's drawing, filed with the court case, and submitted during the depositions of three men who worked on the road, does show the width of the completed road to be 35' with 20' paved, as measured on 30 July 1824, the day these depositions were taken. Zedechiah Kidwell contracted with the turnpike company to complete the disputed work. In his deposition on July 23, 1824, he stated that his contract required that the road "was to be formed 35 feet in width, and to be bedded 20 feet wide, 6 inches on the edge, and 12 inches in the center and a strata of broken stone on the same 6 inches deep, to be broke to pass through a 3 inch ring, and not exceeding fine." He further testified that the wall built from the west abutment of the bridge to support the road bank was only 6 to 8 rods but should be 20 rods in length, an average 20' high and at least 10' thick at the bottom, and 2 1/2' at the top. The highest point of the wall could, by contract, not exceed 80' from the bed of Difficult Run to the summit of the road.¹²

¹¹ Falls Bridge Turnpike Company, "Correspondence, Reports, etc. 1818-1825," Board of Public Works, Box 264, Archives, Library of Virginia.

¹² Deposition of Zedekiah Kidwell, Reuben Rowzee & John Sinclair vs Richard Ratcliffe & Samuel Ratcliffe, Fairfax Chancery Final File, A, 1&2 (July 23, 1824).

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 9

Georgetown Pike
Arlington and Fairfax Counties, VA

The road received hard usage and no normal maintenance during the Civil War. Abandoned by the Falls Bridge Turnpike Company, it was turned over to the newly created Fairfax County Board of Supervisors to be maintained in the eighteenth century manner by the conscripted labor of those who lived along its route. Funds for such things as bridge replacement were raised through taxation. Long distance transportation became the province of the railroads, and the Georgetown Pike fell into extreme disrepair. Dissatisfaction with the excesses of the railroad and the advent of automobile travel led to the incorporation of the Washington, Great Falls & Dranesville Highway Company in 1920. The prospectus of this new corporation described the road as 'impassable.' The company did not believe sufficient funds could be raised to build a 'first class modern highway,' and planned 'to retain to a large extent the old stone bed and resurface the same, making a substantial and permanent highway.'¹³

Manning Gasch, son of the company's treasurer, Herman E. Gasch, was four years old in 1915 when he first traveled over the Georgetown Pike in a horse and buggy kept by his father in a Georgetown livery stable. He remembers that the road was relatively smooth between Chain Bridge and Langley Fork. Joseph Leiter, the company's vice president, had improved the road from Chain Bridge to his own entrance drive on the present CIA site. From Langley Fork to the Gasch property, on Georgetown Pike at Prospect Hill opposite Madeira School, the road was very rough. Large rocks or sprawls ranging from fist to head size, lay on the surface of the road. There were abundant potholes. Using the dirt 'summer road' or 'shun pike' at either side of the paved road made the trip in the steel-tired buggy more comfortable.¹⁴

The charter granted by the Board of Supervisors to the Washington, Great Falls, & Dranesville Highway Company required a road 30' wide, surfaced with stone, sand and gravel not less than 12' wide.¹⁵ Gasch recalls that when the road was rebuilt in 1920, "the old road bed had to be plowed up with a mule drawn plow; the fills and cuts were made with scoops drawn by mules. The road was rolled by a steam roller. Finally, there were two applications of tar--one on the heavy rock and one on the chip." Construction was well underway in 1922, and the road was largely in operation by August 1923. Two toll gates were erected. One was on the Burling property west of Swinks Mill Road and east of Scott's Run. The second was near Cornwell Farm east of Leigh Mill Road. The road included a spur into the property which is now Great Falls Park. This part of the road gave access to the parking lot and to a quarry on the Great Falls Power Co. property. Gasch recalls that the latter was a better source of rock than

¹³ The Washington, Great Falls and Dranesville Highway Company, Incorporated, "Prospectus." Sanders Family Papers.

¹⁴ Manning Gasch. "Recollections of the Georgetown Pike and Its Environs." Gasch Family Papers, 2-3.

¹⁵ *Herman E. Gasch et al. vs The Washington, Great Falls & Dranesville Highway Company, Incorporated and National Bank of Fairfax*, Chancery 281, Fairfax County Court (11-15-33).

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 10

Georgetown Pike
Arlington and Fairfax Counties, VA

the original quarry at the Mill Pond site on Difficult Run.¹⁶

Although its paved surface was narrower than that of the original Georgetown Pike, the road was solidly rebuilt for automobile traffic by public-spirited citizens at minimal cost. The summer roads continued to be used by travelers on foot or horseback and by horse-drawn vehicles as long as these were in general use.¹⁷ The Washington, Great Falls & Dranesville Highway Company was forced into receivership during the depression due to circumstances beyond their control. In 1934 the Georgetown Pike, with a title free and clear, was accepted into the Virginia secondary road system under the Byrd Act. It was designated a primary road in 1948.

Since acquisition by the Commonwealth, the road has been paved to its original 20'. The summer roads have been largely filled and closed with inconvenient and often deadly consequences to horses and riders. Public safety improvements, such as straightening the entrance to Leigh Mill Road, have been made in recent years in response to continued serious accidents. The Georgetown Pike today is a scenic rural road with high volume commuter traffic to Leesburg and beyond. It has never met the AASHTO requirements for a road in the Virginia primary system. An attempt has been made to meet these standards through construction of acceleration, deceleration and center turn lanes, and the addition of light standards at some intersections similar to those used on a divided highway. In most cases these changes have been not only inappropriate but unneeded and often dangerous. In a recent VDOT study mandated by the Virginia Assembly, it was recommended that the Georgetown Pike be granted historic and scenic rural road status allowing exceptions to the AASHTO regulations under Section 106 of the National Historic Preservation Act and the Intermodal Surface Transportation Efficiency Act of 1991.

¹⁶ *Op. cit.*, 6,7.

¹⁷ Marlan Reid, interview by Tanya Beauchamp, December 1995.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 11

Georgetown Pike
Arlington and Fairfax Counties, VA

RESOURCE INVENTORY

The Georgetown Pike in Arlington and Fairfax Counties extends 14.73 miles from the District of Columbia/Virginia boundary at Chain Bridge to the intersection of Routes 193 and 7 near Dranesville. It includes only the VDOT-maintained right-of-way, varying from 35' to 50' in width. As is the case with many old roads accepted into the Virginia Secondary System under the Byrd Act of 1932, there is no existing survey of the right-of-way. VDOT determines boundaries, as necessary, in the field. The 35' to 50' width calculated above is determined from archival records. The Georgetown Pike bisects the Langley Fork Historic District which contributes to its significance. The Langley Toll House is the original Georgetown Pike toll house.

Contributing Features.

- Abandoned section of Georgetown Pike from the west gate of the CIA to Route 193.
- All junctures with country lanes and old roads.
- All remaining sections of the original summer road.
- Original drainage system.
- Original stone retaining wall at Pimmit Run.
- Original stone and brick bridge, now a viaduct, over

*Bob -
I would only count
the stone retaining wall
at Pimmit Run and the
stone and brick bridge as
contrib. resources. What
do you think? Forget the
noncon. resources indicated
here.*

Non-Contributing Features.

Dolley Madison Boulevard (Route 123). The .93 m between the access ramps to the George Washin exit of the Central Intelligence Agency. The west old Georgetown Pike roadbed. The adjacent cour Farms, still in agricultural use.

Georgetown Pike (Route 193). The .27 mile section Boulevard, including turn lanes to entrance of Tu section of this runs in the original Georgetown P

Georgetown Pike (Route 193). The .53 mile section of divided highway providing access ramps to the Capital Beltway (Route 495). The Georgetown Pike is carried across the Capital Beltway on a bridge constructed at the original grade level and there is minimal interruption of visual continuity. Ball's Hill Road (Route 686) Intersects Georgetown Pike in the southeast quadrant of the interchange.

Georgetown Pike (Route 193). The .15 mile section of divided highway access to the Leesburg Pike (Route 7).

All Acceleration, Deceleration and Center Turn Lanes.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 1/12

Georgetown Pike
Arlington and Fairfax Counties, VA

Summary Statement of Significance

The Georgetown Pike in Arlington and Fairfax Counties, Virginia, runs parallel to the scenic gorge of the Potomac River, beginning at the head of navigation, circumventing the Little Falls and Great Falls, and contextually linking an unusual number of historic and environmental sites. The commercial potential of this route was known and exploited from the earliest days of English exploration and settlement in Virginia. Its history embodies the ideals and aspirations of that visionary group of early entrepreneurs--including Thomas Lee, Philip Ludwell Lee, Richard Henry 'Light Horse Harry' Lee, George Washington, and John Mason--who hoped to establish manufacturing and shipping centers on the Potomac in Virginia and in the new Federal City, and develop a trade route to access the rich resources of Northern Virginia and the Ohio frontier. Its extended history illustrates the development of roads and road law in the Commonwealth from Native American path to the present primary road system of the Virginia Department of Transportation. One of the earliest and longest operating toll roads in the Virginia Turnpike System, the Georgetown Pike typifies a continuing tradition of public/private cooperative enterprise in internal improvements in the Commonwealth, and illustrates developing approaches to their funding, construction, maintenance, administration, and regulation. Built according to strict standards for construction and maintenance set by the U. S. Congress and the Commonwealth of Virginia when the Georgetown and Leesburg Turnpike Company and the Falls Bridge Turnpike Company were chartered in 1813, the road has been maintained and improved largely within its original roadbed and today retains its historic design integrity. Designated in 1973 as the first Virginia Scenic Byway, it is the last remaining of the four major nineteenth century Fairfax County turnpike roads to retain integrity of design together with historic and scenic character.

The Georgetown Pike meets National Register Criteria ^{or} A for its association with early commercial development in Fairfax and Arlington Counties, the development of roads and road law in Virginia, the history of the Virginia Turnpike System, the extended tradition of public/private cooperative enterprise in internal improvements in Virginia, the history of agriculture and rural life in Northern Virginia, the cultural influence of the automobile in Northern Virginia, the development of scenic tourism, and the preservation of the historical and environmental resources of the Potomac River valley. It meets Criteria C because it embodies the distinctive characteristics of turnpike construction in Virginia in the first half of the nineteenth century.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 2/13

Georgetown Pike
Arlington and Fairfax Counties, VA

Early Exploration and Commercial Development at the Mouth of Pimmit Run.¹⁸ In the summer of 1608 Captain John Smith led an expedition in the exploration of the Chesapeake Bay and its tributaries. Entering the Potomac River on June 16, the party became the first Englishmen to explore Northern Virginia. Sailing up-river to the head of navigation, presumably at Little Falls, Smith recorded his observations of the river, its people, and natural resources. He traded with Native Americans for furs and for provisions, including venison, bear, and corn. He marveled at the quantity of fish, describing them as--

...lying so thicke with their heads above the water, as for want of nets (our barge driving amongst them) we attempted to catch them with a frying pan: but we found it a bad instrument to catch fish with: neither better fish, more plenty, nor more variety for seal fish, had any of Us ever seene in any place so swimming in the water.¹⁹

Although he searched for gold, and although gold was commercially mined below Great Falls in the early twentieth century²⁰, Smith found none. In 1612 he published the first map of Virginia. The thoroughness of his observations made this map an invaluable resource then and now.

The fur trade, licensed and controlled from England, was soon flourishing. Henry Fleete recounts in his *Journal* a voyage in the fall of 1631 to the head of Potomac navigation below Little Falls to establish overland trade routes with the Susquehannocs and other upper Potomac Valley tribes. He describes the location as follows--

This place without all question is the most pleasant and healthful place in all this country, and most convenient for habitation, the air temperate in summer and not violent in winter. It aboundeth with all manner of fish. The Indians in one night commonly will catch thirty sturgeons in a place where the river is not above twelve fathom broad. And as for deer, buffaloes, bears, turkeys, the woods do swarm with them and the soil is exceedingly fertile: but above this place the country is rocky and mountainous like Cannida.²¹

¹⁸ In summarizing the historical context of the study area I have relied upon the "Fairfax County Heritage Resource Management Plan" (NPS RP-3) prepared by Betsy Chittendon, et. al., with Susan I. Henry as project coordinator, 1988, as well as the excellent scholarly research of Fairfax Harrison in his definitive *Landmarks of Old Prince William, Berryville, Virginia*: Chesapeake Book Company, 1964.

¹⁹ Henry Fleet, "Brief Journal..." [1633], *Northern Neck of Virginia Historical Magazine*, 6 no. 1 (1956) 479-89.

²⁰ Walter A. Goetz, *Fairfax Gold Fever*, © 1982.

²¹ John Smith, *The Complete Works of John Smith*, 3 vols., edited by Phillip L. Barbour, Chapel Hill: University of North Carolina press, 1986.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 3/14

Georgetown Pike
Arlington and Fairfax Counties, VA

Archeologist Stephen Potter has explained the prehistoric commercial importance of the location as follows--

During the late winter and early spring, anadromous fish, like herring, leave the salt water of the Atlantic Ocean and Chesapeake Bay to spawn in fresh water. This cycle has been repeated annually in the area below the Great Falls of the Potomac River since at least 1500 B.C. Prehistorically, the number and variety of anadromous fish making this journey was much greater and included the once ubiquitous sturgeon.²²

The Northern Neck Proprietary. The Upper Potomac River area of Arlington and Fairfax Counties through which Georgetown Pike runs was included in the Northern Neck Proprietary patented in 1649 by the exiled King Charles II to a group of his loyal supporters. The latter included John, Lord Culpeper. The patent was recorded in 1662, after the Restoration, creating an English manor. In 1681 the Second Lord Culpeper became Sole Proprietor of the Northern Neck. Lord Culpeper died in 1689. His daughter Catherine married Thomas, Fifth Lord Fairfax in 1690. Lord Fairfax became actively involved in the management of the Proprietary. The Land Office for the Northern Neck was created in 1690, and, in 1702, he appointed Robert Carter of Corotoman as Agent. Lord Fairfax died in 1705 and in 1710 Catherine, Lady Fairfax, inherited the Northern Neck Proprietary. Catherine replaced Carter with London merchant Edmund Jennings and his nephew Thomas Lee, fourth son of the second Richard Lee of Mount Pleasant in Westmoreland County. Lee, twenty-one years old when appointed, acted as Resident Manager for Lady Fairfax from 1713 to 1716, signing grants and traveling throughout the Proprietary. Jennings took over Lee's duties in 1716. The Land Office was closed upon Catherine's death in 1719. The trustee for Catherine's young son, Thomas, Sixth Lord Fairfax and Baron Cameron, reappointed Robert Carter as Agent in 1722. After Carter's death in 1733 the Land Office was abolished by Lord Fairfax.²³

The first grant in the Upper Potomac River area of Fairfax County was made to Daniel McCarty (1679-1724) in 1709. Known as The Sugarlands because of the presence of a grove of native sugar maples, it was located above the Great Falls of the Potomac in what is now the Seneca Road area between Dranesville and the river at what is now the border between Fairfax and Loudoun Counties. McCarty was Thomas Lee's neighbor in Westmoreland County and later married his sister Ann Lee, widow of the second William Fitzhugh. McCarty represented Westmoreland County in the Virginia Assembly until his death in 1724. The second grant was made in 1716 to Alexander Scott, parson of the Overwharton Parish. This grant included 946 acres on the south side of Scott's

²² Stephen R. Potter, *Commoners, Tribute, and Chiefs: The Development of Algonquian Culture in the Potomac Valley*, Charlottesville and London: University Press of Virginia, 1993, p. 107.

²³ Harrison, 143-56.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 4/15

Georgetown Pike
Arlington and Fairfax Counties, VA

Run from its head to the Potomac, supplemented a month later by a grant of 770 acres on the upper side of Pimmit Run. In 1719 grants were made to Thomas Lee which included 2600 acres on the Potomac between Pimmit Run and Dead Run in the present-day Langley/McLean area. Lee also acquired 4500 acres along Difficult Run. In 1724 George Turberville was granted 3,402 acres on the Potomac between the grants of Lee and Scott. Other smaller grants followed. Robert Carter died in 1733. Thomas, Sixth Lord Fairfax, came to Virginia in 1736 to take administration of his lands into his own hands. He found that Robert Carter had misused his position to acquire an estimated 300,000 acres of the Northern Neck Proprietary in his own right. Lord Fairfax ordered an end to the Proprietor's grants, replacing these with Proprietor's Manors. The Proprietary Office was placed in charge of his nephew William Fairfax and located at Belvoir. The Great Falls Manor was created in 1736, including 12,588 acres on the upper side of Difficult Run to Great Falls, and deeded to Bryan, son of William Fairfax, who later succeeded as the eighth Lord Fairfax.²⁴

Thomas Lee (1690-1750). Thomas Lee was appointed to the Council in 1733 and served until his death in 1750. Shortly before his death he was appointed Commander-in-Chief and Acting Governor. Although Lee lived all his life at his home, Stratford Hall, in Westmoreland County, he was a visionary leader in the development of Northern Virginia. In addition to his 1719 grants, Lee eventually acquired 16,000 acres between the Great Falls and Goose Creek near Leesburg. His holdings were primarily agricultural, but included strategic locations with industrial and commercial potential between the Great Falls and the head of Potomac navigation below the Little Falls at Pimmit Run. Lee envisioned an industrial Virginia city here on a major trade route and shipping center. The power of the falls would be accessed to transform the rich resources of the western frontier into manufactured goods. A ferry was established here perhaps as early as 1720. Francis Awbrey was licensed to maintain a public ferry and ordinary here in 1738. In 1742 Lee's land at the mouth of Pimmit Run was officially designated as the location of a tobacco warehouse. Two rolling roads had their destination here, bringing tobacco along the Falls Rolling Road from Falls Church in central Fairfax and along the Sugarlands Rolling Road from the lands above the falls.²⁵

Lee's eldest son, Philip Ludwell Lee, maintained the Falls Warehouse site until his death in 1775. In 1772 he advanced his father's vision, planning and chartering the town of Philee at the location of the tobacco warehouses.²⁶ Philip Ludwell Lee's death and the onset of the American Revolutionary War doomed the new town. Philee was never built, and in 1789 the last of the Lee holdings at Pimmit Run were sold to Philip

²⁴ *ibid.*

²⁵ *ibid.*

²⁶ *ibid.*

R ✓

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 5/16

Georgetown Pike
Arlington and Fairfax Counties, VA

Richard Fendall of Alexandria. Fendall, together with Lewis Hipkins of Fairfax, established a commercial center here which included a granary, grist mill, distillery, brewery, cooper's shop, blacksmith shop, and workmen's cottages.²⁷ Philip Ludwell Lee's son-in-law, General 'Light Horse Harry' Lee, joined George Washington in his Patowmack Canal venture. The town of Matildaville was chartered in 1790 on land of Bryan Fairfax at the Great Falls of the Potomac. The tobacco warehouse was moved here from Pimmit Run in 1792 as the area now known as Arlington County was ceded to the District of Columbia. Developed by Lee, Matildaville quickly became a focus of commercial activity. The new town included a grist mill, sawmill, iron works, inn, stores, shops, ice house and residential properties. Matildaville's fortunes were, however, closely tied to those of the Patowmack Canal, and declined when its rights and assets were transferred to the proposed Chesapeake & Ohio Canal following bankruptcy proceedings in 1830.²⁸

Sugarlands Rolling Road. The Northern Neck land grants to McCarty (1709), Scott (1716) and Lee (1719) were of land then still in frontier territory. It was not until Spotswood's Treaty of Albany in 1722 and the subsequent withdrawal of the Iroquois beyond the Blue Ridge that the upper Potomac lands were open to settlement and immigration.²⁹ McCarty's Sugarlands grant was to be the site of the first of the Virginia tobacco plantations beyond the Great Falls of the Potomac. The Sugarlands Rolling Road, bringing tobacco from the Sugarlands to the head of Potomac navigation below Little Falls at the mouth of Pimmit Run, was mentioned in correspondence between Carter and Lee in 1728. John Warner's 1739 plat of Fairfax's Great Falls Manor shows a road through the surveys of John Grant and John Covill. The 'Sugarlands Rowling Road' is cited in John Grant's contemporaneous grant.³⁰ This road appears to have followed the trail west from the mouth of Pimmit Run to Difficult Run in approximately the path of the present Georgetown Pike. It then proceeded along the south side of Difficult Run to a ford at Bridge Run, commercial corridor between the upland plantations and Lee's Falls Warehouse.

Vestal's Gap Road. As early as 1699 an Indian trail from Hunting Creek to Vestal's Gap in the Blue Ridge had been known and used by English settlers and traders. After the Hunting Creek tobacco warehouse was established in 1732, this trail also became a rolling road. It followed a natural ridge to Difficult Run and became known as the main road of Fairfax County. It is shown running all the way to Vestal's Gap on the earliest

²⁷ Ludwell Lee Montague, "Thomas Lee at the Spout of the Potomac," *Arlington Historical Magazine*, 4 (2) : p. 34.

²⁸ Harrison, 559.

²⁹ Harrison, 149-50.

³⁰ Harrison, 480-83, 510-12.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 8/17

Georgetown Pike
Arlington and Fairfax Counties, VA

extant map of Fairfax County. Attributed to Daniel Jennings, Surveyor of Fairfax County, this unsigned map was drawn ca. 1745-1748 proposing the boundaries of the new Truro parish. The first chapel of ease of Truro parish was located on this road and known successively as New Church, Upper Church, and, by 1755, Falls Church. The first Fairfax County courthouse was also located on this road in 1742 at Spring Field, near what is now Tyson's Corner. The lateral roads were developed from this main road included a road, now Old Chain Bridge Road, from the Springfield Courthouse to the Falls Warehouse and a road from the Falls Church to the Falls Warehouse.³¹ Joshua Fry and Peter Jefferson's 1755 map of Virginia and Maryland show the Vestal's Gap road running from a juncture with the Potomac Path at Cameron's Ordinary near Alexandria, past McCarty and other plantation owners, in what is now Loudoun County and on through Vestal's Gap to Winchester. George West's map of 1757 shows the boundary line between Fairfax County and the newly created Loudoun County.³²

Early Road Acts of the Virginia Assembly. The earliest Virginia road laws required individual land owners to maintain paths through their property by erecting gates in fences, marking paths with notches and keeping the paths free of vegetation. In 1662 a general road law was enacted which required roads to be laid out connecting the county courts and parishes with each other and with Jamestown. North of Potomac Creek this road followed an Indian trail known as the Potomac Path. By the end of the seventeenth century this road had been extended north of the Occoquan River into that part of Prince William County which would soon become Fairfax County. The Potomac Path, as noted above, met the Vestal's Gap Road at Hunting Creek near Alexandria.

By an act of 1748 the county courts were given authority to build and maintain roads connecting the City of Williamsburg, the court houses, the parish churches, and all public mills and ferries. The act required that "...all such roads and highways now made, or hereafter to be made, shall at all times be kept well cleared, from woods, bushes, and other obstructions, and all roots well grubb'd up, thirty feet broad at the least..." Fines were imposed for felling trees or building fences across roads. When alterations to existing roads or clearing for a new road was contemplated, three persons were to be appointed by the court to "...view the lands whereon the said roads are proposed to be cleared, or altered..." and make recommendations to the court as to the "...conveniences and inconveniences..." thereof. The county courts were required to build convenient connecting roads to public places from county to county. A substantial fine of two thousand pounds of tobacco was to be paid by any county court refusing to comply. The county courts were also to divide the public roads into precincts and appoint a surveyor for each precinct to lay out and maintain the roads

³¹ *Ibid.*

³² Richard W. Stephenson, *The Cartography of Northern Virginia, Fairfax County, Virginia*: Office of Comprehensive Planning, History and Archaeology Section, 1981, pp. 25-26.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 718

Georgetown Pike
Arlington and Fairfax Counties, VA

annually or whenever necessary. The act provided that--

...all male labouring persons, being tithable, shall when required attend such surveyor, and assist him in laying out, clearing, and repairing roads in his precinct, except such who are masters of two or more tithable male labouring slaves, who are hereby declared exempted from personal service, or attendance: But every other tithable free male labouring person, falling to attend with proper tools, when required by such surveyor, or refusing to work when there, or not providing and sending another person to work in his room...³³

would be fined five shillings. Surveyors would be fined fifteen shillings for failure to perform.

The act also provided for the construction and maintenance of bridges and causeways by the surveyors and laboring tithables. The bridges were to be "twelve feet broad, at the least, level and passable, which shall be kept in repair, from time to time..." Each surveyor was given authority to "...cut and take, from off the lands of any person next adjacent to such bridge or place, such, and so much timber only, as shall be necessary..." The condemnation of timber and stone was to be witnessed by two householders and reimbursed by the county court. If the work was beyond the capacity of the surveyor and his laboring tithables, the county courts were authorized to contract for the work. The courts were also required to cooperate with each other where appropriate. Mill dams over which a public road passed were required to be no less than twelve feet at the top, with strong rails along their entire length. Provision was also made for erection of a post or stone at each crossroad "...with plain inscriptions thereon, in large letters, directing to the most noted place to which each of the said joining roads leads..." The act, which took effect on June 10, 1751, set forth means of enforcement for all of the above provisions, including the amount of fines.³⁴

The earliest surviving Fairfax County court order books show much attention being given between 1749 and 1789 to the maintenance and construction of the Vestals Gap road and its intersecting secondary roads. Court orders divided long distance roads into precincts for local maintenance by those living along the road. On the Vestals Gap road in the 1750's precincts ran from the courthouse at Spring Field to Difficult Run, from Difficult Run to Sugarlands Run, and from Sugarlands Run to Broad Run. This system of construction and maintenance of roads through use of the conscripted labor of those living along the roads was grudgingly accepted and inadequate for heavily traveled long distance roads. As traffic and, consequently, maintenance

³³ William Waller Hening, editor, *The Statutes at Large; Being a Collection of All the Laws of Virginia, From the First Session of the Legislature In the Year 1619, 1819* (Richmond, Virginia: Franklin Press), VI, Ch. XXVIII, 64-6.

³⁴ *Ibid.*, 66-9.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 8/19

Georgetown Pike
Arlington and Fairfax Counties, VA

requirements increased, the system began to fail. In desperation the Alexandria merchants, whose commerce depended upon the roads to the mountains, petitioned the Assembly repeatedly after 1765 for enforcement of the road law or adoption of the toll system on these roads. The act of 1772 recognized the problem, noting--

Whereas the public roads leading from the north western parts of this colony to the towns of Alexandria and Colchester in the county of Fairfax by means of the great number of waggons which use the same, are rendered almost impassable, and the ordinary method of keeping them in repair, as at present by law established, is not only insufficient, but exceedingly burthensome to those who are employed therein...³⁶

The act directed the courts of Fairfax, Loudoun, Berkeley and Frederick Counties to raise money through an annual tax, with trustees appointed to administer these funds, maintain the roads, and keep them open. Thomson Mason, Francis Peyton, John Hough, Israel Thompson, Bryan Fairfax, William Ramsay, Alexander Henderson, Edward Payne, John Vestal, and Edward Snickers were appointed trustees. They replaced the surveyors on these roads, though, like the surveyors, they lived along the roads and had a financial interest in long-distance transportation. Bryan Fairfax lived at Towlston Grange on the Vestal's Gap road between the old courthouse and Difficult Run. The old Sugarlands Rolling road had run through his land. The Vestal's Gap Road could now be administered as a long-distance road rather than as a series of neighborhood roads, with commercial interests considered a priority. All other provisions of the earlier road act remained in effect, including the use of conscripted labor. Enforcement was strengthened. Conditions improved briefly until the priorities of the Revolutionary War took precedence.

The poor condition of the post-war roads was noted in a 1782 Virginia road act--

Whereas the roads from the passes in the mountain commonly called the Blue Ridge to the seat of government, and to other sea-port towns, and from one sea-port town to another, are so indirect and unfixed that great difficulty and expence hath arose to the good people of this commonwealth travelling thereon, as well as greatly encreasing the public charge of carriage...³⁶

Privately financed surveys of these roads were authorized which would be presented to the Assembly for consideration in laying out more direct routes. In 1785 the Assembly renewed the Act of 1772, giving the trustees authority to improve roads, erect toll-gates and collect tolls.³⁷ The following year authorization was given for straightening certain

³⁶ Hening, VIII, 549-51.

³⁶ Hening, XI, Ch. XI.

³⁷ Hening, XII, Ch. XXX.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 9/20

Georgetown Pike
Arlington and Fairfax Counties, VA

long-distance roads including the roads from Vestal's and Snicker's Gap to Alexandria. This act also provided that "...no county court shall have power, by any order or proceeding, to alter or change the ground or course..." of these roads.³⁸ The Fairfax County court orders of 1789 refer to the Great Road from Leesburg to Alexandria rather than to the Vestal's Gap Road or to the earlier precincts. The 1785 Act represented an improvement, but was not completely successful in its administration. It was amended on December 2, 1787, together with the act for straightening roads. The new road law observed that these acts had--

...In many instances proved oppressive in their operation, in exacting tolls from great numbers of people who derive no benefit from the turnpikes; in directing the sum of sixty pounds to be levied annually for three years upon the counties of Fairfax, Loudoun, Berkeley, and Frederick, respectively, for the purpose of repairing certain roads not used by numbers of the inhabitants of the same; in compelling hands to work upon the said roads whose place of abode is at an unreasonable distance from them, and in the extensive and uncontrolled powers vested in the commissioners appointed by the said acts...³⁹

The act provided for relief from tolls for local travel and from the county tax for maintenance of the roads. No one who lived more than three miles from the roads would be required to work upon them, a commissioner representing the interests of each county would be added to the original trustees, and persons whose land was to be condemned would be allowed a hearing to determine whether the public interest outweighed the private interest in each case. It was no longer feasible to administer a primarily long-distance commercial highway as a local road with maintenance by local conscripted labor. In 1792 a private company in Pennsylvania was chartered to improve and maintain the 'great road' between Philadelphia and Lancaster for profit. 'Paved with stone and overlaid with gravel,' this road was completed in 1796. Its success made it a model for the construction of highways.⁴⁰ Private enterprise tempered by public regulation became the direction of internal improvements in the young federalist nation.

The Patowmack Company. In Virginia precedent for this approach to internal improvements was found in the chartering of the Patowmack Company. A 1772 act to improve the Potomac was followed in 1784 by the incorporation of this private company to open the Potomac River to shipping from Cumberland to the port of Georgetown. This was to be accomplished by removing channel obstructions and building a series

³⁸ Henig, XII, Ch. LXXXVII.

³⁹ Henig, XII, Ch. LXXV.

⁴⁰ Harrison, pp. 562-3.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 18 21

Georgetown Pike
Arlington and Fairfax Counties, VA

of canals around falls. The latter included a canal with five locks to lower boats through the seventy-seven foot drop in elevation at the Great Falls. The company was organized in 1785 with General George Washington as President and James Rumsey, inventor of the 'hydraulic steam jet,' as superintendent. The Patowmack Company was authorized to receive subscriptions to finance its work and to charge tolls. The work was completed in 1802. The Canal made an important contribution for a quarter of a century, opening the Potomac to western trade. In 1826 the company dissolved and its charter passed to the Chesapeake & Ohio Canal Company.⁴¹

The Leesburg Turnpike Company. In 1802 the Little River Turnpike Company was incorporated to build a turnpike from Duke Street in the town of Alexandria to the ford of the Little River where the old turnpike road crossed it. On January 27, 1809, this act was amended to allow the company additional time and capitalization for completion. The Leesburg Turnpike Company was incorporated by the Assembly on February 5, 1809, to build a turnpike road from Leesburg, in Loudoun County, to meet the Little River Turnpike. Wilson Cary Selden, James Moore, Edmund Jennings, John McIlhany, William Mains, John Littlejohn, Israel Janney, Captain Thomas Gregg and William Noland were appointed commissioners to receive subscriptions in the towns of Leesburg, Alexandria, and Winchester. Shares were to be \$50 each. The company would be organized when 200 shares had been bought.⁴²

The Georgetown Bridge Company. Scots merchants founded Alexandria in 1749 and Georgetown in 1751 as tobacco ports. The commercial rivalry which existed between these two towns was intensified when both were included within the boundaries of the new Federal City. In 1791, the L'Enfant Plan showed a site non-specific bridge over the Potomac River 'at or near Georgetown.' The Georgetown Bridge Company was immediately formed and incorporated in Maryland by a group of Georgetown merchants.⁴³ By 1795 this bridge was under construction at the ancient crossing site and location of the old Falls Warehouse at the mouth of Pimmit Run. The Georgetown Bridge Company at once applied for authorization to build a toll road leading from Georgetown to the new bridge.⁴⁴ Completed in 1797, this was the first bridge to span the Potomac River in the District of Columbia. The company's directors advertised in the *Columbia Mirror and Alexandria Gazette* on June 29, 1797--

L italicize

⁴¹ Gary Scott, Historian, National Capital Region, National Park Service, *Nomination to the National Register of Historic Places*, October 18, 1979.

⁴² *Acts*, 1808-9, ch. LXXXVIII, p.78-83.

⁴³ *Laws of Maryland Made and Passed at a Session of Assembly*, 1791, ch. LXXXI.

⁴⁴ *Maryland Law*, 1795, ch. XLIV.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 14 22

Georgetown Pike
Arlington and Fairfax Counties, VA

The Bridge on the Potomac, near the Little Falls, will be ready for use on Monday next. The following tolls are to be paid for passing:

For a Foot passenger	3 cents
For Horses or Cattle in droves	3 cents
For man and horse	8 cents
For hogs or sheep in droves	2 cents
For waggon (and team) and other four wheeled carriage	50 cents
For carts or other two wheeled carriages	25 cents

The location at Pimmit Run meant that the Georgetown merchants had established a position of commercial influence in Virginia from which to compete with their Alexandria rivals for the western trade. This site, like Alexandria and Georgetown, was also within the boundaries of the new federal city, a situation which the Georgetown merchants were quick to turn to their advantage as they formed a trade alliance with Leesburg. Fendall advertised in the *Columbia Mirror and Alexandria Gazette* on August 16, 1796, offering his Pimmit Run manufacturing complex for lease--

...From the mill to my landing on the Potomac river, where crafts of any burden may deliver grain, and take in flour) it is about 40 yards, and from thence by water to Georgetown and the City of Washington about three miles, and to Alexandria about 11 miles. This situation aided by a sufficient capital, will command the produce of a very extensive back country, where large quantities of wheat and other grain is annually made, the distance to it being from 8 to 10 miles less, than to any market town upon the navigation of the Potomack... At the landing aforesaid a bridge is now bulding over the Potomac, which is in great forwardness and probably will be finished the ensuing Fall.

Those who subscribed to the stock of the Georgetown Bridge Company had not forseen that the bridge would be repeatedly destroyed by excessive use and Potomac River floods. The bridge in use as the Falls Bridge Turnpike Road began construction was known as Chain Bridge, and this is the name by which the Falls Bridge continues to be known.

incomplete sentence

On the August 22, 1814, as the British burned the Federal City, Dolley Madison fled the city separately from President Madison, crossing over the Falls Bridge and spending the night on the Georgetown Pike at Rokeby, home of Matilda Lee Love, granddaughter of Philip Ludwell Lee.⁴⁵ Patterson's Mill is reputed to have been the hiding place that night of certain state papers including the Declaration of Independence, the laws, a secret journal of Congress, and the correspondence of General Washington. President and Mrs. Madison met at Wiley's Tavern on the old Vestals Gap Road the following

⁴⁵Cazenove Gardner Lee, Jr., "Recollections of Matilda Lee Love," *Lee Chronicle*, ed. Dorothy Mills Parker, New York: New York University Press, 1964., p. 291.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 12 23

Georgetown Pike
Arlington and Fairfax Counties, VA

day. Crossing Difficult Run there, they traveled through the Great Falls countryside toward Conn's Ferry where they crossed ^{into?} in Maryland the following day and made their way back to the capital.⁴⁶ ✓

Falls Bridge Turnpike Company. On February 18, 1813, the Assembly passed *An Act incorporating a Company to establish a Turnpike Road, commencing at any point on the route laid down for the Leesburg Turnpike Road, and extending, towards the Falls' Bridge, as far as the boundary of the District of Columbia.*⁴⁷ This road proposed to divert the Leesburg Turnpike from its originally intended destination in Alexandria over the Little River Turnpike to a destination in Georgetown over the Falls Bridge. Both the Leesburg Turnpike Company and the Little River Turnpike Company were at that time in financial difficulty. The new company was skillfully organized and capitalized by John Mason, son of George Mason IV, with a group of Georgetown merchants. Commissioners included John Hoyer, John Mason, John W. Bronaugh, George Washington Bowie and William Stuart at Georgetown; Jacob Hoffman, John Janney, Phineas Janney, George Deneale, Robert Young, and Francis Peyton at Alexandria; John Littlejohn, Samuel Murry, Bernard Hough, Armistead T. Mason, Charles Binns and John McCormick at Leesburg; William Tate, Thomas Greggs, jr. and George W. Humphreys at Charlestown; and Alfred H. Powell, Henry St. George Tucker, and Charles Magill at Winchester.

The capitalization of the company was \$60,000 with 1200 shares priced at \$50 each. Five dollars was to be paid in cash by each investor when initially subscribing. The company would then draw upon the balance as construction progressed. When 200 shares had been subscribed the commissioners were to schedule, with thirty days public notice, a meeting of the subscribers to elect a president, four directors, treasurer, and other necessary officers. The officers would serve for one year or until replaced. By-laws and regulations "...not inconsistent with the constitution and laws of this State or of the United States, as shall be necessary for well ordering and conducting the affairs of the said company" would be adapted at this general meeting. Each investor would have one vote for each share subscribed, but no more than a total of ten votes. No more than two hundred additional shares would be allowed after the company was organized and the original stock certificates issued. The company would then be chartered by the governor of the Commonwealth as the "Falls Bridge Turnpike Company."⁴⁸

⁴⁶Alien C. Clark, "The Old Mills," *Records of the Columbia Historical Society*, Vol. 31 (1930), pp. 81-116. Winslow Roper Hatch's "Old Roads and New Insights", pp.42-52 is also recommended, as is Paul B. Cissna's *Historical and Archeological Study of the George Washington Memorial Parkway, Arlington County, Virginia*, Washington, D.C.: NPSNCR, 1990.

⁴⁷ Acts, 1813, ch. XXXI, pp. 66-62.

⁴⁸ *Ibid.*, 57.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 13 24

Georgetown Pike
Arlington and Fairfax Counties, VA

The president and directors of the company were empowered, together with "...their superintendents, surveyors, engineers, artists and chain bearers..." to enter upon all lands where the road would pass and procure stone, gravel, wood, and other needed construction materials. Condemnation proceedings for construction materials were outlined in the act and included the option of a hearing by three disinterested freeholders appointed by a justice of the peace to insure that a fair price would be reached. The turnpike company was also required to minimize and repair all damages caused by the removal of materials. The company was responsible for building bridges over all water courses. The road was to be fifty feet wide with twenty feet "...covered with gravel or stone in such places as shall require it, so as to render the passage of waggons thereon as easy and convenient as possible..." and kept "...in good and perfect order and repair..." The remaining width was to be maintained as a summer road and as a road for those on foot or horseback at any time of the year. No wagon or carriage was to be allowed to travel on the summer road between October 31 and May 1 or when the road was soft with rain. Adequate ditches were to be cut at either side of the road. Regulations to prevent damage to the road were very detailed--

...no waggon or any other carriage of four wheels, at any time shall travel on the said artificial part of the said road between the first day of December and the first day of May following, with more than two and a half tons weight therein, where the width of the wheels of the said waggon or carriage does not exceed four inches; and at no season of the year with more than three tons; and, where the wheels exceed that width and roll above seven inches, with more than three tons, between the first day of December and the first day of May following; and at no season of the year with more than four tons; and, where the wheels exceed seven inches, and roll twelve inches, with more than four tons, between the first day of December and the first day of May following; and at no season of the year with more than five tons; and that carts and all kinds of two wheeled carriages shall be regulated, as to burthen and width of their wheels, in the same proportion and ratio of those of four wheels above specified...⁴⁹

Violations were punishable by law with payment of a five dollar fine, with costs. The *company* ✓
powered? pany was allowed to erect a scale at each toll gate and each toll-gatherer
empowered to weigh a suspicious load, and prevent violators from proceeding. ✓
Avoidance of toll gates was punishable with a three to ten dollar fine, with costs. The first highway traffic laws were devised--

...all drivers of every kind of carriage using the said road, except in passing of a carriage of slower draft, shall keep their horses and carriages to the right hand side of the road, in the passing direction, leaving the other side free and clear for such other carriages to pass by them, or to repass; and any driver offending against this provision shall

⁴⁹ *ibid.*, 58-9.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 14 25

Georgetown Pike
Arlington and Fairfax Counties, VA

forfeit and pay five dollars , with costs, to be recovered by warrant, before any justice of the peace where the offender is or shall be apprehended, by any person so offended; except such offender be a slave; in that case he shall be punished by stripes on his bare back not exceeding ten, at the discretion of the said justice of the peace, unless the fine be immediately paid.⁵⁰

The Falls Bridge Turnpike Company was given two years to begin work, and ten years to complete it. The road was to be laid out over the shortest, most direct and practicable route possible. The property owner was entitled to compensation for land taken, additional fences required, and legal fees incurred. Condemnation proceedings were detailed with a hearing by twelve disinterested free-holders summoned by the sheriff to view the site. As each one third of the road was completed, the Governor was to "appoint three skilful persons, to view and examine the same..." and report to him. If the road was accepted, toll gates or turnpikes could be erected and toll-gatherers appointed. The following tolls could be collected for every ten miles--

For every score of sheep, twelve cents; for every score of hogs, twelve cents; for every score of cattle, twenty five cents; and so in proportion for any greater or lesser number; for every horse six cents; for every two wheeled riding carriage twelve and a half cents; for every four wheeled riding carriage twenty five cents; for every cart or waggon, the wheels whereof do not exceed four inches in breadth, six cents; for every horse, mare, mule, gelding or ox drawing the same; if the wheels exceed four inches, and are less than seven inches in breadth, three cents for each horse, mare, mule gelding or ox drawing the same; and where the wheels exceed seven inches in breadth, two cents, for each horse, mare, mule, gelding or ox drawing the same; and every mule or ox drawing any waggon or cart shall be estimated in paying the said tolls as equal to a horse: Provided always, that return waggons and carts shall be subject to only half of the above tolls.⁵¹

If any part of the road was in need of repair for more than five days, a warrant would be issued to summon the person responsible for repairs to a hearing before three freeholders in the presence of a justice of the peace. If the road was found defective, no tolls could be collected until repairs were made. A fine of twenty dollars would be levied and collected "by warrant, with costs, before a justice of the peace; one moiety to the use of the poor of the county, and the other to the person prosecuting for the same." Stockholders who failed, within sixty days, to answer calls for funds subscribed were liable for collection, with costs, through the county courts. A complete accounting of the income and affairs of the company would be made to the Governor within one year after completion of the road and every three years thereafter. If the stock was not yielding a six per cent dividend to the investors, tolls could be

⁵⁰ *Ibid.*, 59-60.

⁵¹ *Ibid.*, 60-1.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 15 26

Georgetown Pike
Arlington and Fairfax Counties, VA

raised to reach this return. Income could not be allowed to exceed ten per cent. The company was required to post toll rates at the gates for the information of those using the road. The company was empowered to lease all or part of the road.⁶²

The Georgetown and Leesburg Turnpike Company. The Georgetown and Leesburg Turnpike Company was chartered by Congress on July 13, 1813, through *'An Act to incorporate a company for making a certain turnpike road in the county of Washington, in the District of Columbia.'*⁶³ William Marbury, John Howe, George Johnson, William Steuart, William Whann, Washington Bowie, John W. Bronaugh, Edgar Patterson, and John Eliason were appointed as a board of Commissioners to raise...

...a capital stock of ten thousand dollars, in shares of fifty dollars each, for the purpose of opening, gravelling, and improving a road in the counties of Washington and...a capital stock of ten thousand dollars, in shares of fifty dollars each, for the purpose of opening, gravelling, and improving a road in the counties of Washington and Alexandria, in the District of Columbia, from the intersection of Falls street and Water street in the town of Georgetown, to the boundary line of the District of Columbia [now the Arlington-Fairfax County boundary], in the most direct and practicable route towards Leesburg, conforming as nearly as shall be found advantageous and convenient of the present main road, leading from the said intersection towards Leesburg, and through the counties of Washington and Alexandria...and whenever one hundred shares or more shall be subscribed, the commissioners, or a majority of them, shall give notice in some newspaper, printed in the District of Columbia, of a time and place to be by them appointed, for the subscribers to proceed to organize the corporation, by an election of officers: and all persons who may then be, or thereafter may become proprietors of shares in the said capital stock...shall become one body politic and corporate in deed and in law, by the name and style of the Georgetown and Leesburg Turnpike Company...⁶⁴

The Act goes on to set forth in detail regulations governing the corporation's operating procedures including management of capital stock and profits, acquisition of real and personal property necessary to pursue the work, conduct of lawsuits, and all other appropriate corporate business. The latter included conduct of annual meetings for the choice of directors, powers of the company and the board of directors, regulations with respect to shares, and meetings of directors. The directors were to have power to elect their own officers and..."to appoint all such surveyors, superintendents, artists or other agents as they may judge necessary to carry on the intended works, and to fix their salaries, wages or compensation; to direct and order the times manner and

⁶² *Ibid.*, 61-2.

⁶³ *U.S. Stat. at L.*, 1813, ch. 12, 12-18.

⁶⁴ *Ibid.*, 12.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 16/27

Georgetown Pike
Arlington and Fairfax Counties, VA

proportions..." The circuit court of the District of Columbia was to appoint three impartial commissioners, paid a fee of \$2/day, to--

...cause to be laid out , and ascertained, described and marked, by certain metes and bounds of the aforesaid turnpike road, described in the first section of this act, not less than sixty feet in breadth , in such routes, tracts or courses for the same respectively, as in the best of their judgment will combine shortness of distance with the most convenient ground and the smallest expense of money; and for this purpose it shall be lawful for them and such agents, assistants, servants, or attendants as they may think proper to employ, to enter upon any of the lands through or near which the said road may be laid out, having first given twenty days' public notice in some public newspaper printed in the District of Columbia, of the time and place of their entering on the said business of any part of the lands, through which the said road may be laid out...⁵⁵

Procedures for condemnation were detailed and the commissioners instructed upon completing the survey of the road to submit a plat and certificate of the survey to be recorded by the clerk of the court. Thereupon "...the road so laid out shall be taken, used and occupied as a turnpike road and public highway forever; and the said president, directors and company may thereupon proceed to enter upon the same..." to begin construction. When the construction was completed in conformance with the specifications of the Act, it was to be inspected and certified by the commissioners and the certification of the commissioners accepted and recorded by the court. The company would then be authorized to erect a toll gate and turnpike and collect the following tolls--

For every score of sheep, five cents; for every score of hogs, five cents; for every score of cattle, ten cents; and so in proportion for any greater or less number; for every horse or mule with a rider, three cents; for every stage or wagon and two horses, six cents; for either carriage last mentioned with four horses, ten cents; for every led or driven horse or mule, one cent; for every sulky, chair, chaise or carriage of pleasure, with two wheels and one horse, five cents; for every coach, chariot, phaeton or chaise, with four wheels and two horses, nine cents; for any of the said carriages last mentioned with four horses, eleven cents; for every other carriage of pleasure, under whatever name it may go, the like sums according [to] the number of wheels and horses, in proportion aforesaid; for every sled or sleigh used as a carriage of pleasure, three cents for each horse drawing the same; for every sled or sleigh used as a carriage of burden, two cents for each horse drawing the same; for every cart or wagon, whose wheels do not exceed four inches in breadth, three cents for each horse drawing the same; for every cart or wagon, whose wheels shall exceed in breadth four inches, and not exceed seven inches, one and an half cents for every horse drawing the same; for every cart or wagon, whose wheels shall be more than seven inches in breadth, and not more than ten inches, one and a quarter cents for every horse drawing the same; for every cart or wagon, the breadth of whose wheels shall be more than ten inches, and not exceeding twelve

⁵⁵ *Ibid.*, Sec. 5, 14.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 17 28

Georgetown Pike
Arlington and Fairfax Counties, VA

inches, one cent for every horse drawing the same; and that all such carriages as aforesaid to be drawn by oxen, or to be drawn by part oxen, or to be drawn by mules in whole or part, two oxen shall be estimated as equal to one horse, in charging all the aforesaid tolls, and every mule as equal to one horse.⁵⁶

The toll rates were determined by the wear and tear each user would inflict on the road. Vehicles with wide wheels were charged a lesser rate than comparable vehicles with narrow wheels. Vehicles drawn by one or two animals were charged a lesser rate than those drawn by four animals. Recreational users were charged a higher rate than that charged haulers, drovers, and other commercial users. Those who evaded tolls by crossing onto private property at the gates or any other point were to be fined three to five dollars. No charge was to be made of those living on or adjacent to the road and using it in the ordinary business of their farms. Provision was made for condemnation of local stone, gravel, earth, or sand, to make and keep the road in good repair. Scales were to be erected near the toll gate to weigh any vehicle suspected of bearing a load too heavy for the road. A fine of five to eight dollars was set for any one refusing to weigh their load.⁵⁷ The weight standards were as follows--

That no wagon or other carriage with four wheels, the breadth of whose wheels shall not be four inches, shall be drawn along the said road with a greater weight thereon than three tons weight; that no such carriage, the breadth of whose wheels shall not be seven inches, or being six inches or more, shall roll at least ten inches, shall be drawn along the said road with more than five tons; that no such carriage, the breadth of whose wheels shall not be ten inches or more, or being less, shall not roll at least twelve inches, shall be drawn along the said road with more than eight tons; that no cart or carriage, with two wheels, the same breadth of wheels as the wagons aforesaid, shall be drawn along the said road with more than half the burden of weight aforesaid; and if any cart, wagon, or carriage or burden whatever, shall be drawn along the said road with a greater weight than is hereby allowed, the owner or owners of such carriage, if the excess of burden shall be three hundred weight or upwards, shall forfeit and pay four times the customary tolls, for the use of the company...⁵⁸

The Act set forth accounting standards for tolls, expenditures, and payment of dividends, as well as maintenance standards and responsibilities of the company. The company was liable...

...to keep the said road in good repair, and if by neglect of their said duty, the said corporation shall at any time suffer the said road to be out of repair, so as to be

⁵⁶ *Ibid.*, Sec. 5, 14-16.

⁵⁷ *Ibid.*, Sec. 7, 16-7.

⁵⁸ *Ibid.*, Sec. 8, 17.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 18 29

Georgetown Pike
Arlington and Fairfax Counties, VA

unsafe or inconvenient for passengers, the said corporation shall be liable to be presented for such neglect, before any court of competent jurisdiction, and upon conviction thereof, to pay the United States a penalty not exceeding one hundred dollars, at the discretion of court; and shall also be responsible for all damages which may be sustained by any person or persons, in consequence of such want of repair, to be recovered in an action of trespass on the case, in any court competent to try the same...⁵⁸

The road was to become a free road when the capital plus twelve per cent annual interest had been paid.

The 1813 Act to establish the Georgetown and Leesburg Turnpike was accompanied by an identical Act to establish an Alexandria and Leesburg Turnpike. The latter was authorized a capital stock of eight thousand dollars...

for the purpose of opening, gravelling and improving a road in the county of Alexandria, in the District of Columbia, from the intersection of West street and Pendleton street,

in the town of Alexandria, to the boundary line of the District of Columbia, in the most direct and practicable route towards Leesburg, conforming as nearly as shall be found advantageous and convenient to the present main road leading from the said intersection towards Leesburg, and through the county of Alexandria...⁶⁰

Ellicott's 1792 map for the 'Territory of Columbia' had shown an old road running from Alexandria to the mouth of Pimmit Run. This was to be improved to meet the Georgetown Road at the Falls Bridge. From this point the two would proceed together along the old Sugarlands Rolling Road toward Leesburg, initiating a turnpike system within the new District of Columbia.⁶¹

The old Fendall mill property at the mouth of Pimmit Run was acquired by Edgar Patterson of Georgetown in 1815. Patterson created a successful manufacturing center here which included a wool factory, paper factory, flour mill, stone quarries and accessory buildings. Playing an active role in construction of the Georgetown Pike, he was an organizer and commissioner of the Georgetown and Leesburg Turnpike Company, and a director and major shareholder of the Falls Bridge Turnpike Company. In the *(Washington Daily National Intelligencer)* of December 29, 1821, his properties were advertised for sale--

Italicize

⁵⁸ *Ibid.*, Sec. 11, 18.

⁶⁰ *U. S. Stat. at L.*, 1813, ch. 11, 6.

⁶¹ Harrison, 566-7.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 19 30

Georgetown Pike
Arlington and Fairfax Counties, VA

The Flour Mill

Is a large three story stone building, having three run of burrs, with all the necessary machinery to manufacture flour. It is situated at the Little Falls Bridge, on the tide water of the Potomac in the District of Columbia, and only 3 miles from Washington and Georgetown. The turnpike road leading from these places to Leesburg and the Western Country passes by the door. The river at this place is from forty to sixty feet deep. This is considered the most profitable milling establishment in this part of the country there being no necessity to keep a team a plenty of wheat being brought to the door from Loudoun county and the upper part of Virginia. Three hands can load 300 barrels of flour on board a scow, bring it to town, have it inspected, and put into store in one day, and being so near market, all the offal can be disposed of without expense and at retail price.

The Wool Factory

Adjoins the flour mill. It is a two story stone building, 110 feet in length, containing carding machines, bibles and jennies, 12 broad and a number of narrow looms, and all other necessary machinery for manufacturing blankets and cloth. A stone fulling mill, with 2 pairs of stocks, a stone dye house, and stone beach house are attached to the factory...there is also on this tract a valuable unimproved mill seat. The fall is 27 feet on tide water...⁶²

A corner of the now demolished mill is shown in a Civil War period photograph of Chain Bridge illustrating Clark's article. A substantial stone retaining wall still carries the Georgetown Pike up the palisade heights parallel to Pimmit Run as it turns sharply westward from Chain Bridge.

Construction of the Georgetown Pike. Both the District of Columbia and Virginia sections of the Georgetown Pike were built over earlier roads where possible, straightening, grading, and paving to create a road which would stand up to the heavy traffic from beyond the Blue Ridge Mountains to the port of Georgetown in the nation's capital. The Sugarlands Rolling Road had served Thomas Lee's tobacco warehouse at the mouth of Pimmit Run. Now the Georgetown Pike followed the old rolling road from the Falls Bridge to Difficult Run. From Difficult Run it took a more direct route to Drane's Tavern near the Loudoun County line where it would meet the road of the Leesburg Turnpike Company. This route had been viewed in 1799-1800 at the request of John Jackson, one of the major affected landowners above the Falls.⁶³ It may have

⁶² Allen C. Clark, "The Old Mills," *Records of the Columbia Historical Society*, Vol. 31 (1930), pp. 81-115. Winslow Roper Hatch's "Old Roads and New Insights", pp.42-52 is also recommended, as is Paul B. Cissna's *Historical and Archeological Study of the George Washington Memorial Parkway, Arlington County, Virginia*, Washington, D.C.: NPSNCR, 1990.

⁶³ Fairfax County Court Minute Book, 1799-1800, pp. 524-5.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 20 31

Georgetown Pike
Arlington and Fairfax Counties, VA

been established as a county road at that time. The Great Falls Manufacturing Company's topographical map of December, 1866, shows an 'old Georgetown and Leesburg by-road' branching off from the 'old Falls Road,' now known as the Carriage Road.⁶⁴ This road follows the easiest way through the rough terrain near Great Falls, running approximately parallel to the Georgetown & Leesburg Turnpike. The abandoned roadbed is still visible today in the Great Falls Park. It may have been this 1799-1800 road or it may have been part of the earlier Sugarlands Rolling Road or both. The Difficult Run to Drane's Tavern route was viewed for construction of the Georgetown Pike in 1819-20.⁶⁵ The final connection of the Falls Bridge Turnpike with the Leesburg Turnpike through the land of Washington Drane was viewed in 1826.⁶⁶

On August 25, 1818, a notice appeared in a Leesburg newspaper, *The Genius of Liberty*--

New Hotel on the Leesburg Road. WASHINGTON DRANE Respectfully informs his friends & the public in general, that he has opened a house of entertainment at his new building on the road leading from Georgetown to Leesburg---15 miles from the former and 16 miles from the latter place. The house and furniture are new and elegant and every requisite attendance has been provided for the genteel accommodation of either parties of pleasure or persons on business. There is an excellent spring of water on the place, excelled perhaps by none in the state of Virginia. The distance from Georgetown, Washington, or Alexandria, being an agreeable ride, he anticipates a share of public patronage, which he hopes his assiduity to business will justly merit.

Two years later construction of the Georgetown and Leesburg Turnpike had reached Difficult Run. A similar notice in the *Genius of Liberty*, June 6, 1820, read--

Mountain View Hotel. WASHINGTON DRANE informs his friends and the public, that he still continues at his old stand, half way between Georgetown and Leesburg, where they will find him ever attentive and assiduous in his endeavours to please, and give satisfaction to those who may favour him with a call. Travellers and strangers will find his house pleasant, peaceable, quiet, and agreeable. His stable is attended by a careful ostler, and his charges very moderate, suited to the exigency of the times. Under these assurances he solicits a continuation of the favours of his old friends, and an accession thereto from a generous public.

In these years before the railroads, the development of a network of toll roads meeting the long distance transportation needs of the Commonwealth became an urgent

⁶⁴ John de la Camp, C. E. *Topographical Map of the Estate of the Great Falls Manufacturing Company: Fairfax County, Va.* (December 1866).

⁶⁵ *Op cit.*, 1819-20, p. 393.

⁶⁶ *Ibid.*, 1826, p. 293.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 21 32

Georgetown Pike
Arlington and Fairfax Counties, VA

concern of the Virginia Assembly. In 1816 a 'fund for internal improvements' was created wherein previous investments in internal improvements were to be funded and the income from this investment used as a revolving fund for construction of new roads. The fund would be administered by a Board of Public Works. John Peter, president of the company, wrote to the Board of Public Works on December 2, 1818, reporting that 8 miles of the road had been completed, "inferior to no Road in the United States" and observed that "without some Public aid the progress of the Road must languish."⁶⁷ An abstract statement of the affairs of the company was included. The number of subscribed shares was reported at 1069 shares at \$50 per share, with 649 shares subscribed and already paid in full by Georgetown banks. The remaining 420 individual shares, totaling \$21,000, had been paid in part with \$9,835.47 still to be collected. In addition to the above, the Farmer's & Mechanics Bank had pledged 40 shares or \$2000. The total amount collected was \$45,617.93. Disbursements \$45,342.86 included payments to contractors, Superintendent's and Treasurer's wages, damages for land, construction cost of the bridge over Difficult Run, and all contingent expenses. It was noted that several subscribers had furnished iron, timber, and provisions for the laborers who had worked on the bridge over Difficult Run, and that this still undetermined amount would have to be deducted from the subscriptions and added to the expenses. It was also estimated that at least \$1500 of the individual subscriptions could not be collected due to insolvencies. The balance on hand was reported as \$275.07. An abstract of the company's stock subscription was also forwarded to the Board in support of Peter's request for subscription by the Commonwealth.

On December 2, 1819, Peter again reported to the Board, noting that the road had been completed beyond Difficult Run including a substantial bridge built across the latter. He included an updated list of the company's subscribers. On behalf of the directors, he requested a public subscription in "the usual proportion of two fifths to this company's Stock which they have no doubt would enable them to finish the Road" to a point of intersection with the Leesburg company's road. He disclosed that the road had thus far cost approximately \$7500 per mile and cited extraordinary expenses in building bridges and in organizing the company as contributing factors in the cost overrun. He estimated that the remaining road could be built for \$4500 per mile, allowing for easier terrain and lower contracting costs. He noted that three years earlier, when the company began operations and made contracts, the cost of labor had been much higher than it was at the present time. Private subscriptions were now listed at 1127

⁶⁷Falls Bridge Turnpike Company, "Correspondence, Reports, etc. 1818-1825, 1826-27, 1831-37, 1839-41, 1847, 1849-1861, 1865," Board of Public Works, Box 264, Archives, Library of Virginia. These documents are unnumbered. In this section I have identified the letters and other documents by correspondent and date. Unless otherwise noted, all following references are to this record group. Some of these documents may also be found found reprinted in the published reports of the Virginia Board of Public Works for this period, also available at the Library of Virginia.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 22 33

Georgetown Pike
Arlington and Fairfax Counties, VA

and valued at \$56,371.40 with \$50,757.09 actually collected. The company had borrowed \$4000 from Georgetown banks. Contractors had been paid the following amounts--Daniel Bussard, \$35,036.73; Richard & Samuel Ratcliffe, \$10,422.63; James Riley and J. Brady, \$523.59; Andrew Riley, \$1461.20; and Z. Kidwell, 200.00. Thomas N. Dickey had been paid \$100.00 for finishing the bridge over Difficult Run, and the total cost of this bridge had been \$3,056.63. Superintendent's and treasurer's wages, damages assessed for land, surveyors' fees, construction materials, and all contingent expenses were listed as \$4125.94. Allowing for credit against subscriptions, this amount was \$3,560.11. Interest expense was \$145.42. Total expenses by December 2, 1819, were \$54,506.31 with \$250.78 remaining in the hands of the treasurer.

On January 7, 1820, the Assembly enacted legislation which increased the stock of the Falls Bridge Turnpike Company by 480 shares. The Board of Public Works was authorized to subscribe to \$24,000 of stock on behalf of the Commonwealth. The sum would be paid in three annual installments, beginning three years from the date of purchase. The Board would participate in dividends from the passing of the act.⁶⁸ On December 6, 1820, John Mason Jr., succeeding Peter as president of the Falls Bridge Turnpike Company, made his first report to the Board of Public Works of Virginia--

The road from the boundary line of the District of Columbia to Difficult run, comprising a distance of about 8 miles, is completed, together with a substantial bridge across said run. This bridge is 220 feet long, and 20 feet wide; it stands on two large stone abutments, and three stone piers 18 feet high; is further supported by three ranges of chains, extending from end to end, resting on the stone piers; and has supports of strong upright timbers between the piers where necessary. The road is so graduated as in no instance to exceed 4 degrees ascent; its whole width is 35 feet: The summer road is 15 feet, and that which is paved 20 feet. This paving is done with large stone, closely fitted together, 12 inches deep in the centre, falling off to 6 inches on the sides, and covered with broken stone 6 inches deep from side to side; making 18 inches stone in the centre, and twelve inches on the sides; the whole is covered with sand, gravel or clay, as was found most convenient.

The country through which this road passes, was in many places scant of materials proper for road making; and is extremely rough and even mountainous. Many culverts and arches were accordingly necessary to afford the waters passages, which should not injure the road. The sums required to overcome these difficulties, together with the levelling of hills, filling deep ravines, and building the bridge above-mentioned, have been so considerable as to exceed the funds of the company: to provide for the deficit, they borrowed from the banks in Georgetown on the 3d July, 1819, \$9,000 and pledged by written contract the first tolls to be paid on the road for payment. This sum completed

⁶⁸ Acts, 1819-20, ch. LXXVII, p. 67.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 23 ³⁴

Georgetown Pike
Arlington and Fairfax Counties, VA

the road to the bridge, as above stated. The whole of the remaining distance, to Drane's tavern, the point where the operations of the company cease, and those of the Georgetown and Leesburg company begin, is under contract. The country generally level, clear of woods, and materials plenty, and such progress already made as to justify a belief, that it will be finished in another season. An authority having been received from the Governor of Virginia to collect tolls on that part of the road which was finished, a toll house was erected about two miles from the boundary of the District of Columbia and a toll gatherer appointed; he commenced demanding tolls about the 1st November last, and on the fifth this month his receipts amounted to \$105.70.

Expenses to be paid from the tolls collected included all road repairs, \$100 for the treasurer's salary, \$250 for the toll-gatherer's salary, and \$500 for the construction of the toll-house. Any amount remaining from the tolls collected was to be paid against the bank loan. Mason drily commented--"Under these circumstances it is probable we shall not declare a dividend for several years." The Board of Public Works had subscribed \$24,000 in January of 1820. This would be used to complete the road from the bridge at Difficult Run to Drane's Tavern, as well as to pay old debts to former contractors. The turnpike company had received no further subscriptions, and had no income other than the tolls. Mason observed that the tolls were collected on only eight miles of the road and expected that income would be much greater when the road was completed and joined to that of the Georgetown and Leesburg Turnpike Company.

Mason reported to the Board December 6, 1821, that while great progress had been made toward the completion of the road it was not yet finished. He attributed this to "the failure of one of our contractors, the uncommon sickliness of the season just passed, and the late period of beginning active operations in the work, occasioned by the want of funds." He reported receiving and expending \$6000 from the Branch Bank of the United States in Washington. The loan was secured by the stock subscription of the Board of Public Works. He concluded that the finished work was in generally good condition, and that the "new work is executed in the most substantial manner, and we have every reason to believe, will be finished in the course of the approaching spring."⁶⁹ The Leesburg Turnpike Company reported December 1, 1821, that the road from Leesburg to Dranesville was expected to be received from the contractors by the first of the year. The company had paid a 4% dividend from tolls, but had lost the bridge over Goose Run to high water. ✓

Creek ✓

In December, 1822, Mason reported to the Board that the whole road, from the District line to Drane's tavern had just been completed. A total capital sum of \$74,269.42 had been expended in the work. The company had collected \$840.00 in tolls and paid from this amount \$599.96 in repairs and improvements to the road and salaries of the

⁶⁹ *ibid.*

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 24 *35*

Georgetown Pike
Arlington and Fairfax Counties, VA

treasurer (\$100) and toll keeper (\$250). A salary of \$200 was paid to the superintendent. Mason apologized for a certain disorder in his accounting. His report of December 6, 1823, reported capital expended at \$76,116.29. Tolls were reported at \$694.37 with \$210.78 expended in improvements and repairs, and \$550.00 again for salaries. Miscellaneous expenses in 1823 had included printing, measuring work done by contractors, and lumber used in repairing bridges. No dividends were declared. Cash in hand was reported at \$289.18, with debts of \$29,513.45. Mason noted that in addition to the latter, an unsettled balance of \$1-3000 was due one of the contractors. In December 1824, the report was made by John Lyons, one of the Directors, in the absence of Mason. Capital expended was again reported at \$76,116.29. Tolls were reported at \$974.79 with expenses of \$692.25 for improvements and repairs, \$100 for the treasurer, \$100 for the toll-keeper, and \$314.11 for miscellaneous items. No dividends were declared, the cash balance was \$68.43, and the indebtedness of the company was \$21,513.45.

A two part chancery court case was heard in 1821 and 1824 which involved payment due the contractor mentioned above. The case provides insight into the realities of road building in the Federal period. Richard and Samuel Ratcliffe had contracted with the Falls Bridge Turnpike Company to build a section of the Georgetown Pike which included Difficult Run near the Great Falls. On May 13, 1819, they subcontracted part of this work to Reuben Rowzee and John Sinclair. Rowzee and Sinclair were to "make and finish" 104 poles (1716 feet) of the road east of Difficult Run. They agreed to hire for six months five Negroes belonging to the Ratcliffes who were at that time working on the road immediately to the east. They were to post a bond of \$300 for the hire of the Negroes. A second contract entered into on June 12 provided for the Ratcliffes to sell Rowzee and Sinclair certain horses, carts, waggon, and tools to be used in the work, and to lease two additional Negroes to them. Rowzee and Sinclair agreed to finish the work by December 13, 1819, for \$343. As the 104 poles east of Difficult Run were finished, they pushed on to build 60 poles (990 feet) west of Difficult up to the proposed location of a substantial stone wall required by the company. *Run*

The two cases include depositions by those associated with the work, including company officials, abutting landowners, laborers and merchants. Money was in short supply in 1819-20 as the company tried and failed to finish the road to Difficult Run and westward as quickly as possible. This part of the road is at the Great Falls of the Potomac and was probably the most difficult part of the road to build. In the fall of 1819 Rowzee and Sinclair were not able to obtain money from either Ratcliffe or the company to feed the Negroes and horses. They begged and borrowed provisions from neighboring farms; traded horses for beef with Swink's store; trucked provisions by wagon from Sinclair's home twenty miles away; obtained corn, meat and tools from Hunter's store at the Falls with a note; traveled to Georgetown to obtain provisions directly from the company and came back empty-handed. In spite of their resourcefulness, the Negroes went hungry and sickened. The work stopped for weeks at a time so the horses could be turned out to pasture. Apparently the sub-contractors

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 25 *30*

Georgetown Pike
Arlington and Fairfax Counties, VA

were expected to forage in the countryside for provisions as well as building materials. Rowzee and Sinclair complained that since they were from a different part of the county they were handicapped when they attempted to proceed in this manner. The greatest dispute centered on the road west of Difficult Run. Rowzee and Sinclair claimed they had no knowledge of the stone wall the company had required. This wall was to be twenty rods long, average twenty feet high, and at least ten feet thick at the bottom and two and a half feet thick at the top. A field decision was made to move the road to a position where a much less substantial wall was required. This was in part to keep the lower old Falls Road open and free of the dirt and stone used in the construction of the turnpike road. On April 19, 1820, the president and directors of the Falls Bridge Company had removed Rowzee and Sinclair from the work. The case was heard to determine exactly how much work they had done and how much they should be paid. A construction drawing was made for the court precisely detailing the work, and is part of the archival record. The drawing shows the old Falls road as well. George W. Hunter testified on July 22, 1824, that he had acted as superintendent and agent of the Falls Bridge Turnpike Company since October 1820. He had a contract for building in 1821 and 1822 and a contract for maintenance in 1823. In this he had replaced Zadekiah Kidwell, who had been asked to finish the work in 1820 and 1821. Contrary to John Mason, Jr.'s 1821-23 reports to the Board of Public Works, both Kidwell and Hunter agreed under oath that no work had been done west of the disputed 60 poles, and that operations on the turnpike road had been suspended for lack of funds since the winter of 1821.⁷⁰

By December, 1825, John Lyons had replaced John Mason, Jr. as President of the Falls-Bridge Turnpike Company. He listed capital expended in the work as \$76,306.29. Tolls received totaled \$1,228.29 with \$653.30 expended on improvements and repairs, and \$280.00, on salaries. These had been reduced to treasurer, \$100; toll-keeper, \$100; and superintendent, \$80. Miscellaneous expenses including measuring the road, making a fence at the toll-house, and printing were listed at \$67.27. No dividends were declared, the cash balance on hand was \$227.72, and company indebtedness was now \$21,938.29. ✓

On January 6, 1826, the Falls Bridge Turnpike Company petitioned the Board of Public Works to increase the Commonwealth's stock subscription to enable the Company "to finish and put a napping on a section of the road west of Difficult Run." On February 22, 1826, the General Assembly passed an act authorizing an increase of the capital stock of the Falls Bridge Turnpike Company by 160 shares. The Board of Public Works was to subscribe on behalf of the Commonwealth for \$8000 or the entire amount of this stock increase, provided that the funds "be applied exclusively to the completing of that part of the road which remains unfinished..." One fourth of the funding was to be

⁷⁰ Fairfax Chancery Final File, A, 1 & 2, Rowzee vs Ratcliffe, May 17, 1824.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 26 37

Georgetown Pike
Arlington and Fairfax Counties, VA

payable on July 1, 1827, with the remainder available in three semi-annual payments. The Board of Public Works was to participate in all dividends and to appoint two directors to represent the State's interest in the Falls Bridge Turnpike Company. This brought the Commonwealth's participation in the construction of the road to \$32,000.⁷¹ Clement Smith, president of the Farmers & Mechanics Bank, was elected president of the Falls Bridge Turnpike Company March 3, 1826. His first report to the Board of Public Works on December 5, 1826, listed the capital expenditures still at \$76,306.29. Tolls collected amounted to \$1,281.73. Repairs were reported at \$2,210.30. Salaries included that of treasurer, \$50; toll-keeper, \$100; and superintendent, \$80. Miscellaneous expenses were \$35.56. There were no dividends declared and there was no cash on hand. Smith commented--

In the course of the last summer, a contract was made by the directors for the completion of the whole of the unfinished road from the Difficult run to Drane's tavern, of about six miles, and the work commenced under the most favourable prospects. A long and severe illness, however of the contractor, considerably retarded the progress. it is now renewed with spirit: about a fourth, or one and a half miles, is done in a most satisfactory and substantial manner, and it is hoped that the whole will be completed in the ensuing spring and summer. That part of the road from the district line to the difficult bridge, has been greatly and permanently improved during the summer and fall, and considerable expense incurred in repairing the damages by heavy falls of rain, and otherwise.

In his December 3, 1827, report to the Board, Smith declared tolls of \$1185.02. The cost of improvements and repairs was \$6,311.37. The treasurer received a salary of \$50.00; the toll-keeper, \$175.00; and the superintendent, \$80.00. The expenses of the president, directors, and superintendents going on the road, and interest were listed at \$287.43. There was no cash balance and no dividends were declared. The capital expenditure remained at \$76,306.29 with \$23,642.39 indebtedness. Smith now reported that "a week or two of favorable weather will enable the contractor to complete this road, from Difficult Run to the intersection of the Leesburg turnpike road at Drane's tavern." On December 19 he wrote again to inform the Board that the work was at last entirely completed.

By 1832 the amount of tolls collected had declined to \$594.84. Expenditures included \$170.82 for improvements and repairs, \$50.00 for treasurer's salary, \$168.00 for toll-keeper's salary \$80.00 for superintendent's salary, and \$2.00 miscellaneous. A note explains that the last \$8000.00 subscribed by the Board of Public Works was expended in repairs, not in constructing the road. In 1833 \$852.06 was collected in tolls and salaries remained the same. Improvements and repairs totaled \$418.00. In 1834 \$624.54 was collected in tolls and \$396.25 expended for improvements and repairs with

⁷¹ Acts, 1825-26, ch. 68, pp. 65-6.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 27 58

Georgetown Pike
Arlington and Fairfax Counties, VA

salaries remaining the same. In 1835 \$751.60 was collected in tolls and \$414.94 expended in improvements and repairs with salaries again remaining the same. In 1836 \$707.18 was collected in tolls and \$357.24 expended in improvements and repairs with salaries remaining the same. This year Treasurer Thomas G. Waters commented, "I am sorry to add, that the road is in several places in very bad condition, and it is doubtful whether the tolls will be sufficient to keep it in such repair as to prevent the gate from being thrown open."

On March 31, 1937 State Director William Swink wrote to the Board to report disorder in the company management. He complained that the directors of the company were unwilling to meet, that the tolls were given directly to the president of the company, who also acted as superintendent, and that there had been no settlement of accounts for five years. He recommended the replacement of Mr. Hunter as director by someone who lived along the road and would be interested in its improvement. The Board responded immediately with the appointment of John Gunnell as State Director. On November 19, 1839, Mackall wrote to the Board reporting that the gates had been thrown open by the award of a jury in April. He had been elected President in May, had borrowed \$2000 against the tolls from the Corporation of Georgetown, and repaired the road to the extent that the gates had now been closed to allow the collection of tolls. He reported that the road was still in bad repair and tolls had been slight due to the condition of the bridges. The following year Mackall reported that the road was much improved but that tolls were still slight due to "...the entire destruction of the Bridge over the Potomac in February last by high water--cutting off all communication with the Maryland Shore..." The bridge had recently been replaced by the Corporation of Georgetown and he anticipated that tolls would now improve.

In his report of 1841, Mackall reported collection of \$832.78 in tolls with expenditures of \$1000 for improvements and repairs, and \$168 for the toll-keeper's salary. He optimistically commented that "The road is now in better repair, though very far from good, than it has been for many years. The great emigration from the north to this part of Fairfax county, the constant spirit of improvement in agriculture, will, I think, in a few years, make this a good and profitable stock." Forwarding a list of stockholders to the Board on April 5, 1847, he observed that no transfer of stock had taken place since 1819--

...it has been supposed in consequence of the debts and bad management of the company that the Stock was not worth transferring--but I think the Stock will be worth something before a great while--the country is fast improving and settling, and the dividend has been applied to the improvement of the road. It one time was supposed the turnpike would be relinquished by the Company--but we are now in better Spirits, and calculate upon soon seeing this road good stock. The road and Bridges are in better order than ever since it was chartered."

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 28 39

Georgetown Pike
Arlington and Fairfax Counties, VA

On February 3, 1849 Mackall reported that \$1000 in tolls had been received in addition to the salary of the toll-keeper, and that all had been expended in the repair of the road. He observed--

...the road is greatly improved in the last few years--it had been permitted by bad management and neglect to be almost impassable. I trust in two years more, to see the road in good repair. The travelling on this road is much less than it formerly was, owing to the erection of the Chesapeake & Ohio Canal, which has taken from it a great proportion of its trade.

In 1813 the articles of incorporation for the Falls Bridge Turnpike Company had authorized a capitalization of \$60,000, with 1200 shares valued at \$50 each. The statement furnished to the Board of Public Works on December 2, 1819, reported 1127 shares subscribed for a total capitalization of \$56,350.00. No further private shares were sold. The final private capitalization totaled \$56,521.40 with \$4251.98 uncollected due to insolvencies and other contingencies. The Commonwealth's participation through the Board of Public Works was \$32,000. This was approximately 40% of the total \$80,521.40 capitalization of the road. The company never paid a dividend or resolved its \$23,642.39 indebtedness. The final capital expenditure for the construction of the road was \$76,306.29. The toll house at Langley Fork remained the only toll house on the Falls Bridge Turnpike Road. A total of \$6580 in tolls was collected here during the company's years of operation.

The Georgetown Pike Extended to Snicker's Gap. The act incorporating the Falls Bridge Turnpike Company in 1813 had appointed commissioners from Leesburg, Charlestown, and Winchester to open the books of the company for subscription in those towns. Construction of a long distance commercial highway benefiting Leesburg, Charlestown, and Winchester, as well as Georgetown, was the original plan of all those concerned. As with the Patowmack Canal, a connection with Cumberland, the National Road, and the western Ohio lands was the ultimate goal. This ambitious plan could only be accomplished through the cooperation of a number of local companies in an up-dated version of Virginia's traditional road policy. Creation of the Fund for Internal Improvements and the Board of Public Works to assist and regulate these companies was a far-sighted Commonwealth policy which enabled the turnpike system to develop effectively in the years before the railroads.

On February 22, 1828, an act was passed by the Virginia Assembly authorizing the incorporation of the Northern Turnpike Company to extend the completed Georgetown and Leesburg Turnpike Road beyond Leesburg to the southern shore of the Potomac near Cumberland. Commissioners were appointed and the books opened at Leesburg, Winchester, Romney, Charlestown, Martinsburg, and Bath--

...for receiving subscriptions to the amount of one hundred thousand dollars, for the

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 29 *40*

Georgetown Pike
Arlington and Fairfax Counties, VA

purpose of constructing a turnpike road, from the termination of the Leesburg Turnpike, by the most practicable route, to a point on the south bank of the river Potowmac, or of the north branch of the said river, opposite to such point as shall be found, on examination and survey, to be most favourable for connecting the said turnpike, with the national, or other public road, in the State of Maryland, at, above, or below the town of Cumberland in the said State.⁷²

Although this very ambitious project failed, the incorporation of the Leesburg and Snicker's Gap Turnpike Company was authorized on February 9, 1831, with a capitalization of \$50,000 to construct a turnpike road from Leesburg to Snicker's Gap.⁷³ Commissioners were appointed and the books opened at Leesburg, at Valentine V. Purcell's store, at Samuel B. T. Caldwell's store, at Snickersville, at Daniel Janney's mill, at Hillsborough and at Waterford. Construction standards were lowered to permit elimination of summer roads where expedient, and reduction of the width of the road to forty-five feet with eighteen feet only paved. The act was amended in 1833-4 and revived and revised in 1847.⁷⁴ This road extended the commercial influence of Georgetown in competition with Alexandria's Little River Turnpike, and was known into the twentieth century as the Georgetown Pike.

In 1827, when almost all of the traffic of the old Vestal's Gap Road had been diverted to the newly completed Georgetown and Leesburg Turnpike, Alexandria belatedly began construction of the Middle Turnpike. This road approximately followed the route of the Vestal's Gap Road to Wiley's Tavern near Difficult Run. By agreement, a branch of the Leesburg Turnpike was extended eastward to Wiley's to connect with the new road.⁷⁵ Meeting at first with financial difficulties, particularly due to the construction of a bridge over Difficult Run, the road was not completed until an 1838 Congressionally authorized lottery provided adequate funding. As the commercial importance of Georgetown declined, the Alexandria and Leesburg or Middle Turnpike predominated as the primary commercial corridor of Leesburg with the Potomac River ports. As can be seen from the Board of Public Works correspondence, the frequent destruction of all bridges in the flooding of the Potomac River, as well as the construction of the Chesapeake & Ohio Canal contributed to the decline of the Georgetown Pike. Dranesville, strategically located at the intersection of the two roads, continued in its importance as a resting point on the road from Leesburg. Today Route 7, a six lane divided highway designated the Harry Byrd Highway, is known as the Leesburg Pike.

⁷² Acts, 1827-28, ch. 100, pp. 69-70.

⁷³ Acts, 1830-31, ch. CXXXVIII, pp. 211-212.

⁷⁴ Acts, 1846-47, ch. 134, pp. 119-20.

⁷⁵ Samuel M. Edwards, Treasurer's Reports, 1838, Leesburg Turnpike Road Company and Leesburg and Snicker's Gap Turnpike Company. *Twenty-Third Annual Report of the Board of Public Works*, Richmond: Shepherd & Collin, 1839, pp. 381-4.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 30 41

Georgetown Pike
Arlington and Fairfax Counties, VA

By 1860, the turnpike era had run its course in Virginia. The railroad had displaced the turnpike and the canal and had become the primary mode of cheap, efficient, long-distance transportation. On March 9, 1860, legislation was enacted by the Assembly allowing the Board of Public Works to transfer the Commonwealth's interest in any turnpike or plank road to the county in which the road lay when both the Board and the county court judged the transfer to be in the public interest. Private stockholders could also transfer their interest in the roads to the counties in such cases providing the county court agreed. The county courts were "...invested with all the rights, duties and powers in respect of said roads, now held and exercised by said Board of Public Works and may in their discretion change the mode and manner of keeping up said roads..." Roads which could be made productive or self-sustaining were excluded from such transfer.⁷⁶ The Act could not take effect until private stockholders had an opportunity to transfer their interests to the county courts.

The Georgetown Pike During The Civil War. At the outbreak of the Civil War there were three bridges crossing the Potomac River south of Harper's Ferry. These included the Long Bridge at Fourteenth Street in the monumental core of the city, the Aqueduct Bridge which carried the Chesapeake & Ohio Canal over the river from Georgetown toward Alexandria, and the Chain Bridge, one of several successors to the original Falls Bridge below the Little Falls at the mouth of Pimmit Run on the Georgetown and Leesburg Pike. After the early defeat of the Union Army at Bull Run in July, 1861, the defense of the capital city became a military priority. In an 1871 Corps of Engineers report Colonel J. G. Barnard, the officer in charge of building the defenses of Washington, commented--"the occupation of the Virginia shore at the Chain Bridge was essential to the future operations of our army in Virginia, to the prestige of our arms, and incidentally important to the defense of Washington."⁷⁷ On the night of September 24, 1861, Union forces crossed the river and occupied positions above the bridge. Although the Confederate forces were only six miles away, at Fairfax Court-House, Centreville, and Falls Church, there was no resistance.

The first site to be fortified was that of Fort Marcy. Barnard comments on the site selection--

The most important road--the Leesburg turnpike--follows, from the ridge, the crest, nearly, of the high narrow ridge between the Potomac and Pimmit Run, continually ascending until it passes the point just named. Here, on the left of the road, rises, to

⁷⁶ Acts, 1859-60, ch. 163, pp. 305-6.

⁷⁷ Brevet Major General John G. Barnard, *A Report on the Defenses of Washington, to the Chief of Engineers, U. S. Army, Professional Papers of the Corps of Engineers, U. S. Army. No. 20, Washington, D. C.: Government Printing Office, 1871, p. 14.*

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 31 42

Georgetown Pike
Arlington and Fairfax Counties, VA

a height considerably above the contiguous level, a knob or knoll, the front face of which is very steep, while toward the rear the slope is more gradual...⁷⁸

A second site south of Pimmit Run and 600 yds. from the bridge was selected for Fort Ethan Allen. The forts were quickly constructed. After describing their construction in detail, Barnard continues--

The line of inclosure by rifle-trenches was fully developed, and made nearly continuous to the margin of the Potomac above and below the bridge; the precipitous shore of the river on the right of Fort Marcy being, naturally, almost impassable, and the rugged and deep ravine below Fort Ethan Allen easily made so by the felling of trees, &c...As a partial security against a sudden dash of cavalry, a strong stockade, with gates, was placed across the Leesburg turnpike immediately on the right of Fort Marcy.⁷⁹

A three mile long military road was constructed "...through a broken and densely wooded country..." linking these two isolated forts with the main defensive line. George A. Townsend, a Northern war correspondent described the scene here in 1862--

...jutting grimly from the hill before us the black guns of Fort Ethan Allen pointed down the bridge. A double line of sharp abatis protected it from assault, and sentries walked up and down the parapet. The colors hung against the mast in the dead calm, and the smoke curled straight upward from some log huts within the fort. The wildness of the surrounding landscape was most remarkable. Within sight of the Capital of the Republic, the fox yet kept the covert, and the farms were few and far apart. It seemed to me that little had been done to clear the country of its primeval timber, and the war had accomplished more to give evidence of man and industry than two centuries of occupation. A military road had been cut through the solid rocks here, and the original turnpike, which had been little more than a cart track, was now graded and macadamized. I passed multitudes of teams, struggling up the slopes, and the carcasses of mules littered every rod of the way.⁸⁰

Continuing toward Langley he observed the destruction of residences. "I came to one dwelling where some pertinacious vandal had even pried out the window-frames and imperilled his neck to tear out the roof-beams; a dead vulture was pinned over the door by pieces of broken bayonets." He described Langley as "...a few plank houses, clustering around a tavern and a church--one of those settlements whose sounding

⁷⁸ *Ibid.*, p. 46.

⁷⁹ *Ibid.*, p. 47.

⁸⁰ George A. Townsend, *Rustics in Rebellion*, p. 3. Townsend may be assuming too much about the condition of the road as it was found by the Union army and assigning too much credit to the latter. Barnard does not mention rebuilding the Georgetown Pike though he discusses every detail of his extended operation in extremely minute detail and is especially proud of the military roads he has built and their lasting benefits to the local economy.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 32-43

Georgetown Pike
Arlington and Fairfax Counties, VA

names beguile the reader into an idea of their importance. A lonesome haunt in time of peace, it had lately been the winter quarters of fifteen thousand soldiers, and a multitude of log huts had grown up around it.⁶¹ After leaving Langley Townsend passed an outer sentry point. Traveling west along Georgetown Pike he observed--

I entered a region of scrub timber farther on, and met with nothing human for four miles, at the end of which distance I reached Difficult Creek, flowing through a rocky ravine, and crossed by a military bridge of logs. Through the thick woods to the right, I heard the roar of the Potomac, and a finger-board indicated that I was opposite Great Falls. Three or four dead horses lay at the roadside beyond the stream, and I recalled the place as the scene of a recent cavalry encounter.⁶²

The Georgetown Pike itself was of great strategic importance to the Union forces. Langley was occupied and used as a staging area. Mosby's Rangers were active in western Fairfax County, as were the forces of the Army of Northern Virginia under command of General J. E. B. Stuart. Many skirmishes took place on the Georgetown Pike and troop movements by both sides were heavy. On December 23, 1861, troops covering large foraging parties from both armies met east of Dranesville at the intersection of the Georgetown and Alexandria turnpike roads to Leesburg. The Union forces had approached on the Georgetown Pike from Camp Pierpoint in Langley. Their minor tactical victory was highly publicized by the War Department. Following early Union disasters at Bull Run and Ball's Bluff, it became a much needed Union psychological victory. On the evening of June 27, 1863, before the Battle of Gettysburg, Mosby helped Stuart's troops pass through the Union forces between the Fairfax County Courthouse and Dranesville. Forging the Potomac in the old Sugarlands area, Stuart moved into Maryland near Seneca.⁶³

At the beginning of hostilities B. F. Mackall had been seized by the Union Army and taken to the District of Columbia. His son, a West Point graduate, was General William Whann Mackall, attached to the staff of confederate General Joseph E. Johnston. Mackall was at first restricted from re-entering Virginia or communicating with anyone in the Commonwealth.⁶⁴ Although he was eventually able to return to his home near Langley, he was not able to exercise any authority over the Falls Bridge Turnpike Road. On September 11, 1865, General R. Cruikshank wrote to Virginia Governor Pierpont identifying himself as a Director and Acting Treasurer of the Falls Bridge Turnpike Company. He recounted the condition of the road at the conclusion of hostilities as

⁶¹ *Ibid.*, pp. 3-4.

⁶² *Ibid.*, p. 7.

⁶³ Cooke, pp.67-70. Records of the Fairfax County Park Authority.

⁶⁴ Mackall Family Papers.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 33 of 44

Georgetown Pike
Arlington and Fairfax Counties, VA

follows--

The state of the country having prevented the Falls Bridge & Leesburg Turnpike Company from exercising jurisdiction & control of the road conferred by the charter we have been prevented from collecting tolls for about *four* years. As the disability, so far as the war is concerned, seems in a great measure to have ceased, we propose to re-occupy the road. It was my fortune at the beginning of trouble to be left alone in the management of the road--the other members either belonging to seceding states & leaving Virginia, or else voting for secession and we now propose as a measure connected with the occupancy of the road to form a new board of directors.

He recommended as State Directors "G.F.M. Walters who lives near Langley and Thomas Peacock, who lives near Difficult--both convenient to the road--both reliable Southern Union men--Mr. Walters is now a Magistrate for the County of Fairfax and Mr. Peacock has been a prisoner in the hands of the rebels." Cruikshank noted that he himself owned property near Langley and had suffered serious losses during the war. He reported that when he had consented to become an officer of the Company it was without funds or credit. ✓

I restored her credit and saved what little funds were in hand at the time of the rebellion. I am now making an effort to induce the general government, by whose teams and other travel the road has been torn & worn, to give us some aid in the repairs of the road & the rebuilding two of the bridges--if I succeed, so as to be able to put the road under toll, we shall then be able to keep it in repair from the income of the tolls.⁸⁵

Walters was appointed as a Director of the Falls Bridge Turnpike Company on September 28, 1865; S. H. Cutts, on November 9, 1865. Their letters of acceptance are the last correspondence in the Board of Public Works papers of the Falls Bridge Turnpike Company archived at the Library of Virginia. ✓

The Civil War dealt the final blow to the Virginia turnpike system. Roads and bridges were destroyed for military purposes. Where they survived, they received hard usage and no normal maintenance. The careful regulations of the Assembly and the Board of Public Works for the maintenance and preservation of these roads were no longer observed. Many roads were abandoned by the turnpike companies and the latter disbanded. In 1866, the Assembly authorized the county courts to repair and maintain abandoned turnpikes by the old method of appointing surveyors and assigning hands to do the work. A process was created by which the counties could take possession of abandoned and insolvent turnpikes and administer them as county roads.⁸⁶ In December, 1870, the newly established Fairfax County Board of Supervisors took over

⁸⁵ Archival records of the Board of Public Works, Virginia State Library.

⁸⁶ Acts, 1865-66, chs. 127-8, pp., 123-4.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 34 45

Georgetown Pike
Arlington and Fairfax Counties, VA

the property of the old county court. The Falls Bridge Turnpike Road became a county road. On June 4, 1875, three commissioners met by order of the Court to "rearrange the Road Districts in the Dranesville Magisterial District. Twenty-seven road districts were created. The mode of reorganization was similar to that of the road act of 1772, combining conscripted labor with taxation for costs beyond those which could reasonably be expected of those living along the roads. The organization of labor is illustrated by the following example--

Boundary of District No. 5.

Is composed of The River Road commencing at the Angle at Thinly Swinks to the intersection of the Geo'town Pike, Then The Falls Road from the Geo'town Pike to the Great Falls and also the Geo'town Pike from The River Road to Difficult Run. And we also allot the following Hands, Fielding D. Trammell Farm & Hands, Alfred Elms & Hands, Abriham Lent Farm & Hands, Joel Craven Farm & Hands, Grimes

& Sons, Tenants on the Great Falls Tract Mrs. H. Jackson Farm & Edgar Jackson. William Trammell & Hands, Richard Anderson, Pierce Fairfax, Duane Turner Farm & Hands.

We also recommend John T. Jackson as Surveyor of District No. 5.⁶⁷

Road expenses are regularly recorded in the early records of the Board of Supervisors. On November 6, 1882, the Board's minutes record receiving and ratifying a contract with J. W. Walters for \$480 to build a bridge over Scott's Run.⁶⁸ On April 7, 1883, the Board accepted a bid from the King Iron Bridge Company of Cleveland, Ohio, through their agent, Mr. J. D. Tillett, for \$1900 to build a bridge over Difficult Run. This bid was at first turned down and then accepted on reconsideration, reflecting the high price and limited resources of the County. At the same meeting the Board announced that W. S. Smoot had appointed a committee "to look after the interest of the County in the proposed sale of a certain tollhouse on the Pike at Langley, by Robert Gunnell an alleged owner thereof."⁶⁹ The Georgetown Pike became a local road serving an impoverished agrarian population as Fairfax County struggled to recover from the war's economic devastation. The area had been largely Confederate in its allegiance. Although no major battles were fought here, many men were lost or disabled elsewhere, and there was much punitive destruction by the Union army. Farms were denuded of crops, livestock, and timber to provision the Union army in Washington and elsewhere. Townsend had described the wartime countryside along the Georgetown Pike between Great Falls and Dranesville, "The soil hereabouts was of a sterile red clay, spotted with scrub cedars. A country more bleak and desolate I have never known, and when at noon the rain ceased, a keen wind blew dismally across the barriers."

⁶⁷ FCCC

⁶⁸ *Minutes of the Board of Supervisors*, Book 1, p. 225.

⁶⁹ *Ibid*, book 1, p. 235.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 35

Georgetown Pike
Arlington and Fairfax Counties, VA

Dranesville impressed him as "a wretched hamlet."⁹⁰

In 1855 construction began on the Alexandria, Loudoun & Hampshire railroad. The line was opened to Leesburg in 1860, with limited operation of a freight and passenger line. A year later, when Virginia seceded from the Union, the line became an immediate casualty of war. Service to Leesburg was not restored until 1868. In 1870, the company was renamed the Washington & Ohio Railroad with renewed westward ambitions.⁹¹ It ran parallel to the Alexandria & Leesburg turnpike with frequent stops along the way, and thus became an alternative mode of transportation for those in the upper Potomac area of Fairfax County. This was particularly important for farmers. Washington City grew rapidly during and after the war, creating a market for Fairfax County's agricultural produce. Thompson's Dairy was established in 1881, followed by the Chestnut Farms, Highland Farms, and Embassy dairies. Dairy farming was introduced throughout the County on a large scale. Market gardening also flourished. With the roads in poor condition, the railroad provided rapid, cost effective transportation for perishable agricultural produce, especially milk. The railroad changed ownership a number of times until acquisition by the Southern Railway in 1894. In 1900, under this ownership, it finally reached Snickersville. The latter was renamed Bluemont to attract tourists bound for excursions in the Blue Ridge Mountains.⁹²

After the Civil War many former Union soldiers emigrated to Northern Virginia, continuing a trend which had begun in the 1840's. As Washington grew, suburban residential development expanded. In 1891, James E. Clements published a real estate map of Washington and the surrounding counties of Maryland and Virginia which especially exaggerated the size of towns and quality of transportation routes in western Fairfax--

As the United States becomes more populous, just in proportion will the CAPITAL CITY of the nation expand and become greater in area, making the land near and around it more and more valuable for subdivision into villa sites and building lots, and for suburban residences, stock, dairy, fruit, poultry, and gardening farms. These lands can be bought now very cheap and on easy terms, especially on the western side of the Potomac River...

We also have for sale, very cheap, farms on and near the Potomac River...suitable for general farming, stock-raising, fishing, and duck-shooting; many of these, once well

⁹⁰ Townsend, p.35.

⁹¹ Herbert H. Harwood, Jr. *Rails to the Blue Ridge*, Falls Church, Virginia: Pioneer America Society, Inc., pp. 4-9.

⁹² *Ibid.*, p. 13.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 36

Georgetown Pike
Arlington and Fairfax Counties, VA

cultivated and valuable farms, can now be bought as low as eight dollars per acre.⁹³

Wealthy entrepreneurs John R. McLean, owner and publisher of the Washington Post, and West Virginia Senator Stephen B. Elkins purchased the old Great Falls Manufacturing Company site at the Great Falls of the Potomac in 1900. This site included the ruins of the Patowmack Canal and Matildaville. Joining local landowners who had chartered the Great Falls and Old Dominion Railroad (GF & OD) that year, they built an electric trolley line which ran from 36th and M Streets, N. W., at the beginning of the Georgetown Pike, over the Aqueduct Bridge, through Rosslyn and Cherrydale in Arlington County and then out into the open countryside, through potential residential development sites, to the Great Falls. Here a dance pavilion, merry-go-round, and picnic tables had been built in view of the Falls. The trolley line and amusement park opened in the summer of 1906 and was instantly successful. A timetable advertisement promoted the rail line's destination as follows--

Stabilize

The most delightful place near the National Capital.
Frequent, Speedy Through Electric Service. Double Track.
ROUND TRIP FROM WASHINGTON, 35 CENTS.

GREAT FALLS OF THE POTOMAC, the Niagara of the South, great by nature and historical connection, while not equaling Niagara in magnitude, surpasses it in beauty. Visitors traveling in the excellent cars of the Washington and Old Dominion Railway hear the roar and rumble of the Falls long before they are reached. On arriving at the station they pass through a magnificent grove of forest trees and emerge on a high platform built below the Falls, where suddenly the grandest view imagination can picture is spread out before their vision...The entire scene presents a panoramic view of wild and rugged nature, unsurpassed by any on earth, and it is utterly impossible to adequately describe the beauty and grandeur of that scene.

In the Spring, Summer and autumn there are band concerts and various amusements. The finest meals are served at the hotel located in the Park.

Here is exhibited the only remains of the engineering skill of George Washington, who built a large canal around the Falls. One massive lock of masonry fifty feet high and one lock cut from solid rock stand today as undying monuments of his skill. Here, also, Washington built a flour mill and foundry, now in ruins; and around it runs the canal, still intact, though overgrown with large trees. Many societies have visited the National Capital in a body to view this splendid work.

Great Falls presents from a hundred different views a new surprise of enchanting scenery that makes the hours spent in its vicinity pass all too rapidly.⁹⁴

The advertisement goes on to note "Excellent Fishing in Season," direct connection with the Georgetown transit system, and special party fares and cars. By 1907 1.6

⁹³ Stephenson, Plate 88, p. 102.

⁹⁴ Timetable, Great Falls Historical Society.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 37

Georgetown Pike
Arlington and Fairfax Counties, VA

million tourists had ridden on the trolley to visit the Great Falls of the Potomac. Encouraged by this success, the owners acquired the Bluemont branch of the Southern Railway in 1911, and began converting from steam to electric power. Both branches provided excursion and freight services alike, transporting mail, milk and other freight. The merged lines were known as the Washington and Old Dominion Railroad (W & OD).⁹⁵

When it began operations in 1906, the GF & OD built a shelter station at the intersection of its line with the Georgetown Pike west of Difficult Run near the present entrance to the Great Falls Park. This station was named Elkins in honor of one of the development partners. Opposite the shelter station a Great Falls couple, William and Frankie Winston, opened a general store and livery stable. In addition to renting horses and buggies to day-trippers, the Winstons provided a taxi service to and from the station, and took care of the horses and buggies of local residents who then were able to commute to jobs in Washington. Two notable early commuters were Henry Cornwell, a former teacher in the two room public school in Forestville, now Great Falls, and a Mr. Sykes who was a taster for the Christian Heurich Brewery. Henry Cornwell would leave early in the morning and return late at night. Although it was dark in the winter, both morning and evening, when Mr. Cornwell was traveling on Georgetown Pike, he had no driving lights--only a kerosene lantern showing yellow in front and red in back. Mr. Cornwell eventually bought a Model T Ford, which he parked for the day at the Winston's livery stable. Mr. Sykes continued to leave his horse and buggy there until the trolley closed down in 1934. Frankie Winston learned to drive a Model T and used it in her taxi service for many years.⁹⁶

The Georgetown Pike was in extremely poor condition in the years before World War I. Although it was still in use as a marketing road, with the structure of the roadbed largely intact, the surface of the road west of Langley was very rough. There were large rocks and sprawls which made it impassible to automobile traffic, and difficult for

horse drawn vehicles. Weather permitting, the latter found an easier ride in the summer roads. The W & OD railroad seemed at first to offer a solution to the road problem for Great Falls residents. The management, however, soon began to abuse its transportation monopoly. The Old Dominion Protective Association was organized in 1916 by passengers to protest unjustified fare increases, erratic schedules, uncomfortable cars, disorderly waiting rooms, frequent accidents, unqualified and discourteous motormen and conductors, and other problems. Farmers complained

⁹⁵Harwood, pp. 25-39.

⁹⁶ Marian Reid, interview by Ruth A. Hill, audiocassette, Great Falls Historical Society Oral History Program, July 31, 1986.
Paul Cornwell, interview by Ruth A. Hill, audiocassette, Great Falls Historical Society Oral History Program, March 7, 1984.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 38

Georgetown Pike
Arlington and Fairfax Counties, VA

that milk and other dairy products were left on the platform to spoil or were stolen by the motormen themselves. Milk cans were often damaged or not returned at all.

Recognizing the urgent need to provide adequate rural roads, the Virginia Assembly established the first State Highway Commission in 1906. A State highway commissioner, a professional civil engineer "well versed in road building," was to be appointed by the governor and confirmed by the assembly. The State Highway Commission was to be composed of this commissioner and one professor of civil engineering from each of the following state colleges--the University of Virginia, Virginia Military Institute, and Virginia Agricultural and Mechanical College and Polytechnic Institute. The Commission was to "...gather and tabulate information and statistics on road building, maintenance and improvement, and to disseminate the same throughout the State through farmers' institutes and the bulletins of the board of agriculture..." If a county proposed to improve any "main travelled road", the Commission would, upon request, provide a competent civil engineer to view the proposed road and "...carefully prepare plans, specifications and estimates of cost for its construction with the materials agreed upon between the local road authorities and the commissioner..." The county would agree to provide "...all necessary materials, tools, and teams..." to perform the work as developed above, and to pay the salary of a professional civil engineer provided by the State Highway Commission to superintend the work. The state would provide convict labor, as available.⁹⁷ In the Dranesville District, the Georgetown Pike between Elkins and Dranesville was improved in this manner as a water-bound macadamized road. It was hoped that the improved road would provide wider access to the W & OD Railroad for both farmers and commuters. Unfortunately, the work soon failed. The need for good roads independent of the railroads continued.

As in the past, roads were to be constructed and maintained by the counties with regulation by the Commonwealth. The counties were left to finance road improvements largely through bond issues or other means, including private enterprise. The Washington and Leesburg Turnpike Company was incorporated in January, 1910, and authorized by the Virginia Assembly to construct and maintain a modern and first-class turnpike road from Leesburg to Washington, D. C. The company was further authorized to take possession of the abandoned Leesburg Turnpike Road from Leesburg to Dranesville, the abandoned Alexandria Turnpike Road from Dranesville to Dr. Alfred Leigh's residence on the county road now known as Walker Road near Colvin Run, one quarter mile on Walker Road and cross-country to the abandoned Georgetown and Leesburg Turnpike Road one quarter mile northwest of the Elkins railway station, and the abandoned Georgetown and Leesburg Turnpike road to Chain Bridge. The road was to be undertaken as a public service, rather than for profit. Tolls would be

⁹⁷ Acts, (1906) ch. 73, 71-3.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 39

Georgetown Pike
Arlington and Fairfax Counties, VA

used for operating expenses and maintenance only. When the Commonwealth or Counties had returned the stockholders' investment, no further tolls would be charged and the road would be turned over to the Commonwealth to be operated as a free public highway. The act ended by noting that an emergency existed for the speedy construction of this turnpike.⁹⁸

As in 1813, it was finally necessary to organize an additional turnpike company to meet the completed road of the Washington and Leesburg Turnpike Company at Dranesville and extend it to the boundary of the District of Columbia at Chain Bridge. The Washington, Great Falls, and Dranesville Highway Company (W,GF, & D) was incorporated in 1919 "...for the purpose of constructing, maintaining and operating a turnpike road from Langley to Dranesville with a branch line to the Great Falls of the Potomac."⁹⁹ The Fairfax County Board of Supervisors granted the right and title of Fairfax County in and to the abandoned Georgetown and Leesburg Turnpike Road between Langley and Dranesville to the new company, requiring that the road be no less than thirty feet wide with twelve feet surfaced with stone, sand and gravel. Completed five mile sections would be accepted for tolls with the first toll gate placed no less than one mile from Langley. Tolls would be used to maintain the road. The improved Georgetown Pike would be returned to the County or the Commonwealth for use as a free road when the latter had repaid the expenses of the investors together with 6% interest less depreciation.¹⁰⁰ A bond issue of \$100,000 with 7 1/2 % interest payable in ten years was secured with a mortgage of all the property, rights and franchises of the company.¹⁰¹ The road between the District of Columbia boundary and Langley was excluded because it had been improved earlier by Joseph Leiter, a wealthy resident who owned the site later purchased by the U. S. government as the headquarters of the Central Intelligence Agency. Fairfax County placed a toll gate on the Georgetown Pike in Langley at the entrance to Leiter's property.¹⁰²

Col. Robert N. Harper, President of the District National Bank and the Washington and Leesburg Turnpike Company, was elected president of the new company. Joseph Leiter served as Vice President. Herman E. Gasch, who lived on the Georgetown Pike at Prospect Hill and had been a leader in the organization of the Old Dominion Protective Association, served as Treasurer. Douglas S. Mackall, grandson of Benjamin

⁹⁸ Acts, 1910, ch. 4, pp. 4-6.

⁹⁹ Code of Virginia, 1919, ch. 150.

¹⁰⁰ Fairfax County Board of Supervisors' Minute Book #4, p. 8.

¹⁰¹ Fairfax County Land Records, Liber W No. 8, (7-1-21), p. 437.

¹⁰² Manning Gasch, "Recollections of the Georgetown Pike and its Environs," Gasch Family Papers, p. 2.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 46

Georgetown Pike
Arlington and Fairfax Counties, VA

F. Mackall who had served as President of the Falls Bridge Turnpike Company, was elected Secretary. Ralph T. Powell served as Assistant Secretary. The Directors of the

Company included B. A. Bowles, cashier of the Potomac Savings Bank in Georgetown; Mark Turner, R. F. D., in Vienna; Frederick G. Carper, in McLean; and John W. Preston, R. F. D., in Vienna.¹⁰³ Investors were found all along the route and as far away as Purcellville in western Loudoun County. They included the Washington & Leesburg Turnpike Company, the Parkway Motor Company in Georgetown, and the Murphy & Ames lumber company in Rosslyn.¹⁰⁴

The prospectus issued by the newly incorporated company outlined plans to complete the work in two sections. Construction would move east to west, beginning on the section between Langley and Elkins with a branch into the Great Falls. When that section was completed work would begin on the second section between Elkins and Dranesville. No work would begin until at least \$25,000 of the capital stock had been subscribed. While the president and directors felt that the Company could not be expected to raise the funds to build "a first class modern highway," they were confident that a good road could be built retaining the original stone bed and resurfacing it to make "a substantial and permanent highway." They expected heavy use of the new highway for automobile travel between Washington, Great Falls, and Leesburg. It was hoped that tolls would finance both maintenance of the road and dividends to the stockholders. The Loudoun Times announced on August 26, 1920, that work had begun on the reconstructed Georgetown and Leesburg Turnpike between Langley and Dranesville, commenting, "When these two new stretches of road are completed there will be an all-season road between Leesburg and Washington."¹⁰⁵ On September 8, 1921, the Loudoun Mirror noted, "The sale of bonds for the reconstruction of the Georgetown-Leesburg pike between Langley and Dranesville by the Washington, Great Falls & Dranesville Highway Co., is steadily increasing. The total subscribed to date is \$28,300." *italize*

Manning Gasch, son of the Company's treasurer, Herman E. Gasch, recalls that construction began in 1920 with rapid completion of a water bound macadam road on the easy stretch between Langley and Balls Hill where the present Capital Beltway interchange (Interstate 495) is located. Between this point and Elkins, including the crossing of Difficult Run, the terrain was very rough and mountainous. The new turnpike company slowly struggled with the same construction difficulties that the Falls

¹⁰³ The Washington, Great Falls and Dranesville Highway Company Prospectus. Great Falls Historical Society. Also, "To Make Georgetown Pike a Toll Road," The Loudoun Mirror, (March 5, 1920) p.1.

¹⁰⁴ "Washington-Leesburg Pike Subscriptions Coming In," The Loudoun Mirror, (Sept. 8, 1921), p. 1.

¹⁰⁵ *Op. Cit.*

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 41

Georgetown Pike
Arlington and Fairfax Counties, VA

Bridge Turnpike Company had encountered a century earlier. Although the road was being reconstructed as an automobile road, the method of construction was much the same. The work was done primarily with men and mules, with stone quarried from nearby sites. Use of a steam roller and bituminous binder for surfacing and dynamite for quarrying represented the slim technological advances of a century. The water bound macadam of the first section did not hold up and was resurfaced immediately. The road between Elkins and Dranesville, completed earlier with a water bound macadam funded through a Dranesville District road bond also required resurfacing. Two toll gates were constructed. The first was located on the Burling property on the east side of the Georgetown Pike near the present Swinks Mill Road. The second was located five miles west near Cornwell Farms, below Leigh Mill Road. A third toll gate was located in Dranesville on the Leesburg turnpike. The toll was 25 cents. Ticket books were issued for commuters and other frequent users.¹⁰⁶

The road had been largely reconstructed and placed in use by the summer of 1923. Gasch remembers excursionists celebrating the national holiday declared on the day of President Harding's funeral by driving down the Pike shouting "Hurrah for Harding." By 1924 the road was completed, including the spur which followed the old Falls Road to the Great Falls. Overflow crowds visited the latter on Sundays and holidays. On July 4, 1924, 1000 cars passed through Toll Gate #1 en route to this location.¹⁰⁷ In its Prospectus the Company had extolled the scenic qualities of the road--

Its route is through a most interesting and romantic countryside, little known on account of the impassable condition of the highway at the present time. Wooded hills, streams, springs of clear water, give a variety to scenes unsurpassed in historical and traditional interest. The river abounds in charms for the artist as well as those seeking out-of-door recreation. It is hoped that the United States Government will make a park from the Highway Bridge to Great Falls, thus preserving these unexampled natural beauties to posterity.

This was in concert with the new national enthusiasm for automobile touring over scenic and historic highways designed for that purpose. The Loudoun Times-Mirror reported on December 22, 1927, that a bill had been introduced in Congress authorizing a toll bridge across the Potomac at Great Falls which "...would form a link in a great circular drive between Washington and Great Falls, with boulevards on either side of the river." The bridge would be built "...at the foot of the falls, making it wide enough for parking by motorists lingering to enjoy the scenery in crossing."¹⁰⁸ The George

¹⁰⁶ Gasch.

¹⁰⁷ Gasch.

¹⁰⁸ "Toll Bridge Asked at Great Falls," *Loudoun Times-Mirror* (Dec. 22, 1927) p.2.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 42

Georgetown Pike
Arlington and Fairfax Counties, VA

Washington Memorial Parkway was never to reach as far as the Great Falls and the bridge was never to be built, but the idea of the intrinsic value of the scenic and historic qualities of the Georgetown Pike was irrevocably established.

The Rambler, approaching the then infamous "Georgetown and Leesburg pike" from a county road now known as Leigh Mill Road, commented on July 7, 1918--

There is no use...in saying anything against the roads near Washington. Automobile folk do enough of that. There are very few roads around Washington that cannot be walked on in dry weather, if one is sure-footed. But the roads are getting better every year. People in the country know as well as people in the city the advantage of good roads, but new roads or old roads made over cost money and generally it is the people in the country who have to pay for them. Of course in Maryland and on certain toll roads in Virginia they make automobile owners pay for the building and rebuilding of roads...¹⁰⁹

Tolls had *not* been sufficient to pay for the "building and rebuilding" or even the maintenance and repair of the Georgetown Pike at any time between 1813 and 1934. The Washington, Great Falls and Dranesville Highway Company met with much the same difficulties as the Falls Bridge Turnpike Company before it. The cost of the construction and of the subsequent maintenance was higher than anticipated. The bridges remained at the mercy of Potomac River flooding. Tolls were not sufficient to repay the construction debt or even the maintenance and repair costs. The automobile required a consistently dependable surface. Patching potholes, spreading sand on ice, and plowing snow became important and expensive new concerns. No interest was paid on the road bonds after January, 1925. The depression following the 1929 stock market crash sealed the fate of the toll road. No further financing could be secured. The bond principal was not paid when it came due in 1931. The Potomac Savings Bank failed in 1933, taking the road's cash assets of \$1,629.73 with it. The road was no longer able to operate. Indebtedness could not be discharged and repair and maintenance work could not proceed.¹¹⁰

Herman E. Gasch was elected President of the Company and charged with securing the most favorable disposition of its assets. With the assistance of Carter Glass, the senior U. S. Senator from Virginia, negotiations were opened with Commissioner of Highways Colonel H. G. Shirley for acquisition of the Georgetown Pike by the Commonwealth under the provisions of the Byrd Act. Manning Gasch recounts that Shirley told his father and Glass's representative J. W. Rixey Smith that the Commonwealth had no

¹⁰⁹ "The Rambler Writes of Jackson's Mill and a Forgotten Burying Plot," *The Washington Sunday Star*, vol. 2, No. 152 (July 7, 1918) Part 4.

¹¹⁰ Milburn P. Sanders, "The Washington, Great Falls and Dranesville Highway Company, Incorporated," *The Fairfax County Historical Society*, V 18, 1982, pp. 63-67.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 43

Georgetown Pike
Arlington and Fairfax Counties, VA

funds for acquisition of the Company's assets but would accept the road into the Virginia secondary system with a clear title and assume responsibility for its maintenance and repair. It was agreed that the Company's assets would be sold at auction to resolve the situation. A buyer without previous financial interest in the Company was required to achieve the desired result. Mr. Gasch approached Lucy Madeira Wing, headmistress of the Madeira School, a private school for girls located on the Georgetown Pike at Prospect Hill. The road was essential to the success of the school, and Miss Madeira agreed to the arrangement. The assets of the Washington, Great Falls and Dranesville Highway Company, including the Georgetown Pike, were auctioned in front of the Fairfax County Courthouse on May 19, 1934. The Madeira School was the successful bidder, purchasing the road for \$500. With its title then unencumbered, the Madeira School conveyed ownership of the Georgetown Pike to the Commonwealth.¹¹¹ The Washington, Great Falls and Dranesville Highway Company had turned over a soundly reconstructed road to the Commonwealth. Little was required beyond routine maintenance and repair for many years.

In 1948 the Georgetown Pike was made part of the Virginia primary road system,¹¹² and the struggle of citizens to preserve its historic and scenic integrity began. In this year Congressional protection was granted to Florence Calvert and Margaret Scattergood, granting life tenancy to live in the style to which they had been accustomed, following condemnation of their home "Calvert" on the north side of the Georgetown Pike at Langley for construction of the Central Intelligence Agency (CIA). Dolley Madison Boulevard, a six lane divided highway, was planned to provide an appropriate linkage for the CIA with Washington and the interstate highway system. In 1956, pursuant to the 1947 agreement, Congress required the Virginia Department of Highways to move the proposed road south of their property to avoid destroying the privacy and beauty at "Calvert" by cutting trees. The following year citizens successfully opposed private development of the Fort Marcy site and destruction of the earthworks to provide highway fill dirt. With the support of the Fairfax County Board of Supervisors, the site was purchased and deeded to the National Park Service as part of the George Washington Parkway in 1959. Dolley Madison Boulevard had been routed through the Georgetown Pike roadbed from an intersection with the George Washington Memorial Parkway toward the CIA entrance and through Langley Fork. In 1961 a group of citizens successfully opposed this destructive plan. Dolley Madison Boulevard took a new route from the CIA entrance west to the Capital Beltway at Tysons Corner which preserved the Georgetown Pike, Langley Fork, and other historic properties. President John F. Kennedy, who had resided at Hickory Hill in Langley when the conflict began, played a major role.

¹¹¹ Gasch, MSS. Also, Herman E. Gasch, et al vs The Washington, Great Falls and Dranesville Highway Company, Chancery No. 281, Fairfax County Court.

¹¹² State Highway Commission, "Minutes," (May 24-6, 1948) 228.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 44

Georgetown Pike
Arlington and Fairfax Counties, VA

In 1962 Fairfax County published 'The Vanishing Land--Proposals for Open Space Preservation.' Citizens, with the assistance of U. S. Interior Secretary Stewart Udall, successfully opposed high-rise development of the "Merrywood" estate on the Georgetown Pike in the palisade area above Chain Bridge. Merrywood was the girlhood home of President John F. Kennedy's wife Jacqueline. Scenic easements signed by neighboring landowners now protect and conserve the Potomac Palisades. In 1964-67, a Potomac planning task force, assembled by the American Institute of Architects under the leadership of Udall, recommended a low density zone extending three miles inland from the river, and "stringent controls over all existing forests along the Potomac, to a distance of 1/2 mile inland from the river's edge." In 1968-70 citizens successfully fought to preserve from development the unique 320 acre Burling tract between the Georgetown Pike and the Potomac River east of Scott's Run. The citizens of Dranesville District taxed themselves through a referendum to match a grant from Secretary of the Interior Hinckel's discretionary fund for the \$1.5 million purchase price of this extraordinary Potomac Valley land and the establishment of the Scott's Run Nature Preserve. In 1972-73, an Ad Hoc Committee of citizens successfully negotiated with the Yeonas Company to allow development of the western 200 acres of Cornwell Farm in a manner consistent with the open character of the Great Falls countryside. Cornwell Farm is located between Georgetown Pike and the Potomac River near the intersection of the Pike with Leigh Mill Road. In 1973 the Georgetown Pike was designated the first Scenic Byway of Virginia. In 1991 the Ad Hoc Committee to Preserve Georgetown Pike was formed. The lobbying of this group led to a VDOT study entitled *Report of the Department of Transportation on the Georgetown Pike to the Governor and Assembly of Virginia: Senate Document No. 47*, which examined and evaluated potential preservation treatments for the Georgetown Pike. ✓

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9

Page 756

Georgetown Pike
Arlington and Fairfax Counties, VA

SELECT BIBLIOGRAPHY

Unpublished Sources

Alford, H. E. "Chain Bridge and its Vicinity: Notes for Remarks by H. E. A. at a National Geographic Society Excursion." Washington D. C., Saturday, April 16, 1898. Gasch Family Papers.

Camp, John de la, C. E. "Topographical Map of the Estate of the Great Falls Manufacturing Company: Fairfax County, Va." (December 1866).

Code of Virginia. (1919) ch 150.

Fairfax County Board of Supervisors Minute Books. 1:225, 1:235, 4:8.

Fairfax County Circuit Court Minute Books

Fairfax County Court Orders

Fairfax County Land Records. Liber W No. 8 (7-1-21) 4:7.

Falls Bridge Turnpike Company. "Correspondence, Reports, etc. 1818-1825, 1826-27, 1831-37, 1839-41, 1847, 1849-1851, 1864." Board of Public Works, Box 264, Archives, Library of Virginia.

Gasch Family Papers. Manning Gasch. McLean, Va.

Gasch, Manning. "Recollections of the Georgetown Pike and Its Environs." Gasch Family Papers.

Goetz, Walter A. "Fairfax Gold Fever." © 1982.

Great Falls & Old Dominion Railroad. "Timetable." Great Falls Historical Society.

Oral History Collection of the Great Falls Historical Society, Great Falls, Virginia.

"Primary Log Book." Virginia Department of Transportation.

Rowzee, Reuben & John Sinclair v. Richard Ratcliffe & Samuel Ratcliffe. Fairfax Chancery Final File. A 1 & 2 (July 23, 1824).

Sanders Family Papers. Milburn Sanders, Great Falls, Va.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9

Page 2 57

Georgetown Pike
Arlington and Fairfax Counties, VA

Tibbetts, Jean. "Cornwell Farms." 1995.

Virginia State Highway Commission Minute Books. (May 24-6, 1948) 228.

Published Sources

Acts Passed at a General Assembly of the Commonwealth of Virginia. Richmond: 1808-09, ch. LXXXVIII, p.78-83; 1812-13, ch. XXXI, 56-62; 1819-20 ch. LXXVII, 67; 1825-26, ch. 68, 65-66; 1827-28, ch. 100, 69-70; 1830-31, ch. CXXXVIII, 211-212; 1846-47, ch. 134, 119-20; 1859-60, ch. 163, 305-06; 1865-66, chs. 127-8, 223-24; 1906 ch. 73, 71-3; 1910, ch. 4, 4-6; 1927, ch. 8, 15-16; 1932, ch. 415, 872-80

Annual Reports of the President and Directors of the Board of Public Works to the General Assembly of Virginia: in Pursuance of an Act Entitled, "An Act Creating A Fund for Internal Improvements." Richmond: Thomas Ritchie, 1820.

Barnard, Brevet Major General J. G. *A Report on the Defenses of Washington, to the Chief of Engineers, U. S. Army: Professional Papers of the Corps of Engineers U. S. Army, No. 20.* Washington: Government Printing Office, 1871.

Capper-Crampton Act. Public Law 284. 71st Cong., 29 May 1930.

Fleet, Henry. "A Brief Journal of a Voyage in the Barge 'Warwick' to Virginia and Other Parts of the Continent of America." [1633] *Northern Neck of Virginia Historical Magazine* 6 no. 1 (1956) 479-89.

Gasch, Herman E. et al. v. The Washington, Great Falls & Dranesville Highway Company, Incorporated and the National Bank of Fairfax. Fairfax Chancery 281 (11-15-33).

Georgetown Pike: Report of the Department of Transportation to the Governor and the General Assembly of Virginia. Senate Document No. 47, 1994.

Hening, William Waller, editor. *The Statues at Large; Being a Collection of all the Laws of Virginia, from the First Session of the Legislature, in the Year 1619.* Vols. V, VI. Richmond: The Franklin Press, 1819. Vol. VIII. Richmond: J & G Cochran, 1821. vols. XI, XII. Richmond: George Cochran, 1823.

Laws of Maryland, Made and Passed at a Session of Assembly. Annapolis: 1791, ch. LXXXI; 1795, ch. XLIV.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9

Page 3 / 53

Georgetown Pike
Arlington and Fairfax Counties, VA

"Prospectus." The Washington Great Falls & Dranesville Highway Company, Inc.
McLean, Virginia. 1919. Great Falls Historical Society.

Smith, John. The Complete Works of John Smith, 3 vols., edited by Philip L. Barbour.
Chapel Hill: University of North Carolina Press, 1986

U.S. Statutes at Large I (1813): ch. 12, 15.

Secondary Sources.

Cannan, Deborah. *Land Above the Falls*. Great Falls, Virginia: Great Falls Historical
Society, 1992.

Chittenden, Betsy, et al. *Fairfax County Heritage Resource Management Plan*. Project
Coordinator, Susan L. Henry. Fairfax County, Virginia: Heritage Resources
Branch, Office of Comprehensive Planning, 1988.

Cissna, Paul B. *Historical and Archeological Study of the George Washington Memorial
Parkway--Arlington County, Virginia*. Washington, D.C.: National Park Service,
National Capital Region, 1990.

Clark, Allen C. "The Old Mills." *Records of the Columbia Historical Society*. 31 (1930)
81-115.

Cooke, Elizabeth Miles. *The History of the Old Georgetown Pike*. Annandale, Virginia:
Charles Baptie Studios, 1977.

Cooling, Benjamin Franklin, III. *Civil War Deterrent: The Defenses of Washington*. 29
(winter 1996) 4, 164-178.

Fearson, Jim. "Chain Bridge: a History of the Bridge and Its Surrounding Territory
1608-1991." *Arlington Historical Magazine* 9 no. 3 (October 1991) 7-28.

Gage, Charles E. "Tobacco, Tobacco Hogsheads and Rolling Roads in Northern
Virginia." *Historical Society of Fairfax County, Virginia, Inc.* 10 (1969) 17-29.

Garrett, Wilbur E. "George Washington's Patowmack Canal." *National Geographic*
171 no. 6 (June 1987) 716-753.

Goodwin, R. Christopher & Associates, Inc. *Archeological and Architectural Survey of
the Potomac Palisades, Arlington County, Virginia*. 1: Arlington County, Virginia:
Department of Community Planning, Housing & Development, July 14, 1992.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9

Page *A 59*

Georgetown Pike
Arlington and Fairfax Counties, VA

Gutheim, Frederick. *The Potomac*. New York: Holt, Rinehart and Winston, 1974, c 1949 (Rivers of America): reprint, Baltimore and London: The Johns Hopkins University Press, 1986.

Hansen, Captain Reed, USAF. *Civil War to Civil Concern: A History of Fort Marcy, Virginia*. George Mason University, May 1973.

Harrison, Fairfax. *Landmarks of Old Prince William*. Berryville, Virginia: Chesapeake Book Company, 1964.

Harwood, Herbert H., Jr. *Rails to the Blue Ridge*. Falls Church, Virginia: Pioneer America Society, Inc., 1969.

Hatch, Winslow R. *Old Roads and New Insights: Adventures in Discovery*.

Hunter, Robert F. "The Turnpike Movement in Virginia, 1816--1860." Ph. D. Diss. Columbia University, New York, New York, 1957. 283-295.

Lee, Cazenove Gardner, Jr. "Recollections of Matilda Lee Love." *Lee Chronicle*. Edited by Dorothy Mills Parker. New York: New York University Press, 1957.

Mackall Family Papers.

Montague, Ludwell Lee. "Thomas Lee at the Spout of the Potomac." *Arlington Historical Magazine* 4 no. 2(October 1970) 28-34.

Netherton, Nan, et al. *Fairfax County, Virginia: A History*. Fairfax, Virginia: Fairfax County Board of Supervisors, 1978.

Pawlett, Nathaniel Mason. *A Brief History of the Roads of Virginia, 1607--1840*. Charlottesville, Virginia: Virginia Highway and Transportation Research Council, October, 1977.

Poland, Charles Preston, Jr. *Dunbarton: Dranesville, Virginia*. Fairfax, Virginia: Fairfax County Office of Comprehensive Planning, 1974.

Potter, Stephen R. *Commoners, Tribute, and Chiefs*. Charlottesville and London: University Press of Virginia, 1993.

"The Rambler Writes of Jackson's Mill and a Forgotten Burying Plot." *The Washington Sunday Star* 2, no. 152 (7 July 1918) Part 4.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9

Page 5/60

Georgetown Pike
Arlington and Fairfax Counties, VA

- Reed, John C., Jr., Robert S. Sigafos, and George W. Fisher. *The River and the Rocks: The Geologic Story of Great Falls and the Potomac River Gorge*. U. S. Geological Survey Bulletin 1471: reprint, Washington, D. C.: Parks and History Association, 1990.
- Sanders, Milburn P. "The Washington, Great Falls and Dranesville Highway Company, Incorporated." *The Historical Society of Fairfax County, Virginia, Inc.* 18 (1982) 63-67.
- Scott, Gary. "The Pawtowmak Canal at Great Falls, Virginia." (Nomination to the National Register of Historic Places.) National Park Service, National Capital Region, 1979.
- Stephenson, Richard W. *The Cartography of Northern Virginia*. Fairfax County, Virginia: Office of Comprehensive Planning, History and Archaeology Section, 1981.
- Taylor, Robert L. "The History of the Potomac Bridges in the Washington Area." *Arlington Historical Magazine* 1 no. 1 (October 1957) 43-45.
- Townsend, George Alfred. *Rustics in Rebellion: a Yankee Reporter on the Road to Richmond, 1861-65*. Introduction by Lida Mayo. Chapel Hill: University of North Carolina Press, [c 1950].

Newspapers

Columbia Mirror & Alexandria Gazette
Genius of Liberty (Leesburg)
Loudoun Mirror
Loudoun Times
Loudoun Times-Mirror
Washington Post
Washington Star
Washingtonian

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9

Page 6 of 1

**Georgetown Pike
Arlington and Fairfax Counties, VA**

Interviews

Cornwell, Paul. Interview by Ruth A. Hill. Audiocassette. Great Falls Historical Society Oral History Program, 7 March 1984.

Follin, Walton. Interview by Jean Tibbetts. Audiocassette. Videocassette by Tanya Edwards Beauchamp. Great Falls Historical Society Oral History Program, 9 October 1994.

Gasch, Manning. Interview by Janet Hofer. Audiocassette. Great Falls Historical Society Oral History Program, 1978.

Reid, Marian. Interview by Ruth A. Hill. Audiocassette. Great Falls Historical Society Oral History Program, 31 July 1986.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Photograph Identification Page *X 62*

**Georgetown Pike
Arlington and Fairfax Counties, VA**

PHOTOGRAPH IDENTIFICATION

Location: Georgetown Pike, Arlington and Fairfax Counties, VA.

Photographer: Michael Rierson, Fairfax County Park Authority.

Date: 1995.

Negatives: Fairfax County Park Authority.

1. Mouth of Pimmit Run, looking south across the Potomac River from Chain Bridge in the District of Columbia. Figure below bridge at site of Thomas Lee's landing. George Washington Memorial Parkway in distance.
2. Looking east on Route 123. Fort Marcy at right.
3. Langley Toll House at right. Looking west in Langley Fork Historic District.
4. Abandoned Georgetown Pike. Looking east, CIA at left.
5. Site of 1920's Toll House # 1 at left in Scotts Run Nature Preserve. Looking east toward Route 495 interchange.
6. Swinks Miller's House at right, Scotts Run Nature Preserve at left. Looking east from intersection with Swinks Mill Road.
7. Dower House. Looking north.
8. Spring Hill Road, Old Falls Road from first Fairfax County courthouse, at left. Frederick G. Carper Farm across intersection, looking south. Carper was a director of the Washington, Great Falls & Dranesville Highway Company.
9. Pasture at Madeira School. Looking north from Georgetown Pike.
10. Summer road at right of Georgetown Pike. Looking west from entrance of Madeira School. Gasch residence at left.
11. Drover's Rest at right, looking north.
12. Pasture east of Towlston Road. Looking south.
13. Drainage and summer road east of Difficult run. Looking west.
14. Above Difficult Run, Great Falls Park at left. Looking east.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Photograph Identification Page 2 63

**Georgetown Pike
Arlington and Fairfax Counties, VA**

15. **Winston's store and livery stable at Elkins, Great Falls Park at left, east of park entrance. Looking east.**
16. **Great Falls Grange Park, old schoolhouse at right. Looking north.**
17. **Cornwell House west of Great Falls village. Looking north.**
18. **Mark Turner Dairy Farm east of Springvale Road. Looking south.**