

United States Department of the Interior
National Park Service

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

LISTED
VLR 6/16/2016
NRHP 8/15/2016

1. Name of Property

Historic name: Jordan's Point Historic District

Other names/site number: VDHR File No. 117-5027

Name of related multiple property listing:
N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Moses Mill Road and confluence of Maury River and Woods Creek

City or town: Lexington State: VA County: Independent City

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

 X A B C D

Signature of certifying official/Title: **Date**

Virginia Department of Historic Resources

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u>	<u>1</u>	buildings
<u>3</u>	<u>0</u>	sites
<u>5</u>	<u>2</u>	structures
<u>0</u>	<u>0</u>	objects
<u>10</u>	<u>3</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility

INDUSTRY/PROCESSING/EXTRACTION: waterworks

TRANSPORTATION: water-related

TRANSPORTATION: road-related

DOMESTIC: single dwelling

RELIGION: religious facility

Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE: museum

RECREATION AND CULTURE: sports facility

RECREATION AND CULTURE: outdoor recreation

WORK IN PROGRESS

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

Mid-19th CENTURY: Gothic Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: STONE; BRICK; WOOD; METAL;
CONCRETE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Jordan's Point, known as the Point for short, is the name given to the point of land formed by the confluence of the Maury River and Woods Creek in Lexington, Virginia. The district's terrain is mostly flat and lies at an elevation of approximately 900 feet above sea level, although the southern end embraces a portion of a hillside on which the important contributing resource Beechenbrook Chapel is located. The historic district contains a mix of contributing historic resources: the foundations of nineteenth-century industrial buildings such as the Jordan and Moorhead merchant mill and cotton factory and the Beechenbrook Foundry and Machine Works. Others are transportation-related, such as the gauge dock and wharves of the North River Navigation Company Canal (North River Canal for short); a covered bridge abutment; and a twentieth-century vehicular bridge. There are two intact historic buildings, the Miller's House (1811) and Beechenbrook Chapel (1874). A pavilion, batteau shelter, and restroom building were constructed within the historic district after 2000 and are classified as non-contributing as they postdate the district's period of significance. The architectural resources are generally clustered at the southeast end of the district along Moses Mill Road, Woods Creek, and the Maury River.

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Narrative Description

Setting

Jordan's Point is bounded on the south side by bluffs, on one of which is the individually listed house Stono (NRHP 1975; DHR #117-0016), built for one of the Point's early nineteenth-century developers, John Jordan. The Virginia Military Institute campus and the north end of the Lexington Historic District (NRHP 1972; DHR #117-0027) also lie on the high ground above the Point. Across the Maury River in Rockbridge County stands the individually listed Tankersley Tavern (NRHP 1988; DHR #081-0201). A millrace, probably extant by 1808, diverted river water to power the Point's industries and creates the area referred to historically as an island, although it is technically now a peninsula. Maps, photographs, and a nineteenth century painting show intensive industrial development along the tailrace (the lower end of the millrace) and scattered brick and log domestic buildings on the remaining acreage. Historically, the district area was largely open in character, a river bottomland used for agriculture. The historically open character is evoked today by playing fields in the north end of the area and a park in the south end.

The Great Road crossed the Point in the eighteenth century, superseded by a turnpike and a rail line in the nineteenth century, and traces of these transportation routes are visible today. Most vehicular traffic was diverted from the area in the mid-twentieth century with the construction of the US Route 11 Bridge just off the southern tip of the Point. The district includes portions of Moses Mill Road (historically known as Plank Road in the nineteenth century; Standish Road in the early twentieth century; and Sewage Treatment Plant Road in the mid-twentieth century) and Stono Lane (also known historically as Beechenbrook Lane).

Additional historic resources survive in the river outside the district's historic boundary. These include the north abutment of the former covered bridge; concrete piers of the former bridge of the rail spur to Lexington; the concrete Lexington Mills Dam; and possibly remnants of an earlier timber crib dam in the pond above the concrete dam. A timber pier from the former railroad bridge over the millrace survives near the Miller's House and a concrete abutment, possibly modified for former sewage treatment use, stands on the river bank downstream from the covered bridge abutment. Throughout the south end of the island section of the Point are picnicking features and concrete and steel fixtures associated with the former sewage treatment plant and/or a modern sewage system.

Inventory

The following inventory provides the resource name, date, DHR number(s), resource type, and contributing or non-contributing status of each resource within the historic district. These resources are numerically keyed to the Sketch Map that accompanies this nomination. A narrative description for each resource follows the inventory. Resources that are classified as non-contributing postdate the historic district's period of significance.

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1. Miller's House. 1811. 117-0057. Contributing building.
2. Beechenbrook Chapel. 1874. 117-0054; 117-5027-0013. Contributing building.
3. North River Canal Gauge Dock. Ca. 1860. 117-5027-0009. Contributing structure.
4. Wharf Revetments. Ca. 1860. 117-5027-0003. Contributing structure.
5. Tailrace. Ca. 1806. 117-5027-0004. Contributing structure.
6. Merchant Mill Foundation. 1808. 117-5027-0005. Contributing site.
7. Cotton Factory Foundation. 1815. 117-5027-0008. Contributing site.
8. Beechenbrook Foundry and Machine Works Foundation. Ca. 1883. 117-5027-0012.
Contributing site.
9. Covered Bridge Abutment. 1830s. 117-5027-0001. Contributing structure.
10. Millrace Bridge. Early 20th c. 117-5027-0002. Contributing structure.
11. Rotary Pavilion. 2001. 117-5027-0006. Non-contributing structure.
12. Batteau Shelter. Early 2000s. 117-5027-0010. Non-contributing structure.
13. Restrooms. Ca. 2005. 117-5027-0011. Non-contributing building.

1. Miller's House (1811). Jordan and Moorhead completed their merchant mill at Jordan's Point in 1808 and provided this closely adjacent two-story residence for the miller a few years later. The gabled four-bay house has a stone first story, a painted Flemish-bond brick second story, interior end chimneys, a frame rear addition, and a reconstructed two-tier front porch and reproduction six-panel front doors. Windows have 6/6 sash in the first and second stories and 4/4 sash in the two gables. The interior features exposed hewn ceiling joists in one half of the first floor, a reconstructed brick-paved floor, an enclosed stair with a batten door to the closet under it, and reproduction Georgian-style mantels of simple design. The second floor has simple modern finishes and features a diorama of Jordan's Point and the depot area in Lexington as they were ca. 1940s. The diorama displays industrial and transportation elements.

The 1811 specifications for the house refer to its stone first story and brick second story, a wood-shingled gable roof, a brick-paved first floor, plaster interior walls, "washboards and chairboards" (baseboards and chair rails), "baton doors," a winder stair, and mantels. The specifications do not appear to have mentioned a porch. The total cost was \$788.90. Among the millers who presumably lived in the house before 1840 were a Mr. Caskie and a Mr. Thompson, Caskie possibly preceding Thompson.

The 1891 and subsequent Sanborn maps suggest the front elevation had an exterior stair but no porch during the late nineteenth and early twentieth century. At some point in the early twentieth century the house acquired a two-story porch similar to the reconstructed porch that is on it now. The stone level may have been whitewashed. Also in the twentieth century the house acquired its one-story shed-roofed frame rear wing which connects to the house's second story. The second front entry was also made into a window. Photos taken in 2000 show mid-twentieth century paneling on the interior and a simple Greek Revival mantel.

The house, located at 834 Moses Mill Road, was remodeled according to a 2008 design by Frazier Associates in two phases: the exterior, by Stonehaus Construction (work awarded 2009), and the interior, by Phoenix Construction (work awarded 2012). The house is projected to open

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in 2016 as the Miller's House Museum for the interpretation of the industrial and transportation history of Lexington, Virginia.

2. Beechenbrook Chapel (1874). Beechenbrook Chapel is a two-story board-and-batten frame building of gable-fronted nave form and Gothic Revival detail. The latter is most evident in the scalloped vergeboard, a round gable vent with a design of three lancet arches point to point (inspired by a similar design in a tower window at the 1860s Falling Spring Presbyterian Church), and one surviving lancet window moved to a north side wing. A similar wing formerly projected on the south side. Other windows have mostly narrow 1/1 sashes, combined in a group of three on the south side. The enclosed one-story front porch appears to be an original or early feature. A rehabilitation involving the restructuring of the front half of the chapel, leaving the historic roof structure above the new front and side wall structure, began in Spring 2016.

Detailed examination of the building in 2015 revealed a number of interesting features. White paint or whitewash and possibly yellow paint may have preceded the present gray (a nineteenth century photo shows the church with a light color and darker trim). There are vestiges of red coloration on the foundation stones and mortar joints at the front corners. The coloration has a rusty powdery color/consistency and may be a red oxide wash from the late nineteenth century, possibly applied to evoke brick and harmonize with the brick foundation of the surviving side wing. The initials MIH are carved in a cartouche border in a front foundation stone. This is most likely a random graffito although it is possible it represents the initials of the stone mason or other person involved in construction.

No evidence for a former gallery or balcony was observed on the interior. The coves of the original cove ceiling extended down the sides and apparently wrapped at least partway around the back (pulpit) wall, as there are vertical traces of plaster key stains that might represent the bottoms of vertical laths forming the continuations of the cove. The pegs or treenails that project down at the top of the coves are problematic since it seems they would have stuck through the finish plaster—unless the plaster was so thick it would have covered them (it was definitely thick at the corners of the coves) or there was some sort of trim board at the juncture of the coves and the ceiling that would have hidden them. cursory investigation of the pulpit wall did not turn up evidence for a dais, tabernacle (aedicule surround), or railings, although the wall is so cut up that evidence may have been hard to detect.

A notable feature of the property is the nineteenth-century stone retaining wall along Stono Lane. The wall is constructed of small limestone stones, perhaps refuse chips from the production of hewn stone blocks, and appears to be dry-laid. The wall is coped with similar stones stacked on end with a slight lean to create a jagged appearance. Sections of missing coping were recently repaired with fresh blue limestone that should weather to the same appearance as the older stonework. At the south corner of the parcel there is a semi-cylindrical pier of carefully shaped stone built into the wall. The pier is referenced on the 1873 Farnham map as “stone pillar” at which time it marked the southern tip of lot 1 of the subdivision of the Jordan Point property (See Historic Figure 1).

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Beechenbrook Chapel was built to serve as an auxiliary chapel of Lexington Presbyterian Church. J.T.L. Preston, an early VMI booster, and/or his wife, Mary Junkin Preston, author of the poem "Beechenbrook" for which the chapel is named, are believed to have been involved in the design of the building. As a concept, "The Chapel at the Point" is first referenced in the July 6, 1872, church session minutes. The session resolved to build the chapel at its May 31, 1873, meeting. A Professor Nelson reported on the completion of the chapel in May 1874. The minutes reference two building-related committees, a Committee of Design and a Committee of Construction. Archibald Alexander is believed to have been the chapel's first superintendent, followed "in a few years" by John L. Campbell, Jr. Alexander and Campbell may have superintended the Sunday School held in the chapel. The June 14, 1927, issue of the *Lexington Gazette* includes a brief article entitled "Home-Coming Day at Beechenbrook." The homecoming was to be held on June 19. The article noted, "Beechenbrook has an interesting history. The school has been in continuous operation for over fifty years and has afforded a field for the Christian activity of many good men and women." The chapel appears to have entered a period of disuse after 1930. The interior was converted to apartments in 1974; these were removed in 2015 to reveal remnants of the cove ceiling. The interior is being prepped for rehabilitation. The address of the building is 711 Stono Lane.

3. North River Canal Gauge Dock (ca. 1860). The dock at the end of the millrace served as the upstream terminus of the North River Navigation Company Canal, which opened to Lexington in 1860. The dock is visible as a wall of finely laid limestone masonry at the south end of the tailrace. The dock was described as being 110 feet in length on the 1873 Farnham map. In clear low-water conditions a ribbing of parallel squared timbers is visible on the bed of the tailrace in front of the wall, the timbers running perpendicular to the dock. These are believed to be the top of a timber framework that provides a piling-like foundation for the dock wall and would also have provided support for a former parallel wall in the middle of the race. In other words, the timbers appear to be the joists of an underground/underwater framework foundation that supports the entire dock. A large amount of non-historic overburden now covers the lock although it does not obscure the face of the masonry.

The method by which the dock functioned is not known for certain, however a description of a gauge dock posted at Scottsville's Canal Basin Square suggests a system of plates and "gauging rods" that were temporarily affixed to the sides of the canal boat in order to weight it in the water before and after loading. The system apparently differed from the weighlock system used on the Erie Canal which involved floating the boat into a lock, emptying the lock so that the boat rested on a cradle connected to a scale, and refilling the lock. The James River and Kanawha Canal also had gauge docks; an 1855 Virginia Board of Public Works report referred to the one at Richmond which provided "ready and accurate admeasurements of the tonnage [of] boats and their cargoes." Photos and a painting from the ca. 1860 period show a thin stone wall in front of and parallel to the main dock, possibly with wooden panels built into it. The composite construction of the wall suggests it aided the function of the dock but how is currently unknown. The painting shows a one-story frame building resting partly on the surviving masonry and partly on the missing wall, with partially submerged grated openings under it. Since the painting shows a canal boat berthed in the uncovered part of the dock next to the building, the building may have

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performed some role in the operation of the dock, perhaps for storing equipment used in the weighing of the boats, and/or it may have served as a depot for passengers and freight. A two-story warehouse stood at roughly the location of the dock in the late nineteenth century and adjacent limestone foundations of different character from the dock may be associated with it.

4. Wharf Retenments (ca. 1860). Limestone retaining walls were constructed along sections of the river, tailrace, and Woods Creek in 1860-1861 in conjunction with the opening of the North River Canal to the Point in 1860, although it is possible sections are earlier (goods were shipped from the Point by batteau in the early nineteenth century). Most of the retenments depicted in 1860s-1870s maps and images survive, although the section along the bend or lower end of Woods Creek appears to be buried under overburden and a section at the tip of the Point is missing (if in fact it was ever built). The Woods Creek section featured inset steps and its graceful quarter-circle turn at the bend of the creek is partially visible.

The 1873 Farnham map (apparently based on an 1859 map) describes the section of the wharf opposite the gauge dock as being twenty feet wide. The retenments were presumably built under the direction of the Jordan family.

5. Tailrace (ca. 1806). The tailrace is an inlet-like feature filled with water from the Maury River. The foundations of the merchant mill and cotton factory lie alongside it and the gauge dock is situated at its lower end.

The Jordan Point millrace presumably dates to the same period as Jordan and Moorhead's first dam at the Point (1806) and the partnership's merchant mill (1808). The race was also referred to as the "mill canal" during the antebellum period and it appears canal boats ventured up it as far as the cotton factory. An 1873 map shows what appear to be flumes which would have delivered water to the buildings clustered at the upper end of the tailrace just below the millrace bridge: the merchant mill and cotton factory on the south side (foundations visible above ground) and the foundry and forge on the north side (foundations not readily apparent).

6. Merchant Mill Foundation (1808). The tall limestone foundation stands immediately adjacent to the millrace bridge. The masonry is of two types: three courses of large ashlar blocks above coursed rubble of smaller blocks. Concrete foundations submerged in the race may be associated with a succession of wheel houses depicted in Sanborn maps from 1891 to 1913. The 1873 Farnham map described the mill as measuring 44.5 by 50 feet.

When it was photographed in the 1880s the merchant mill was a two-story brick building with a large usable attic inside a gable roof. The roof was presumably rebuilt after the mill was burned in 1864 although indications are the mill had a gable roof of similar form originally. In 1900 the mill was taken down and a new two-story brick mill with a mansard attic story was built in its place, presumably reusing the original stone foundation (the ashlar/rubble division in the foundation may relate to this rebuilding). This work was undertaken for the Moses Brothers milling firm which utilized the building into the 1920s. In the early twentieth century signage on

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the building identified it as the Lexington Roller Mills. Sanborn maps describe the mill machinery in detail.

7. Cotton Factory Foundation (1815). The principal above-ground portion of the foundation is a limestone corner which rises nine feet above grade. About twenty feet away is a mass of cemented limestone masonry of truncated pyramidal form, possibly an intermediate footer or masonry dumped at the location (other large chunks of cemented limestone masonry lie scattered in the vicinity). It is possible the tailrace side of the stone foundation survives from corner to corner though covered with overburden. Timbers and nineteenth-century bricks lie scattered near the stone foundations.

The 1815 specifications for the building, called the "Big Factory," refer to three stories of brick, the first 7'-3" in height (the foundation stonework accounted for a portion of the total first-story height), the second 11 feet high, and the third 10 feet high. The "girth," apparently the total perimeter dimension, is given as 220 feet (dividing by four works out to an average of 55 feet per side). The specifications refer to a wood-shingled gable roof, a chimney, large and small batten doors, multiple windows per story, a stair, and seven walnut posts. Although partitions are mentioned in the specifications, the impression is of a relatively open, undifferentiated interior. The building's total cost was \$6,153. The factory was burned by Federal forces during Hunter's Raid in June 1864. In July 1864 the gutted building was described as a "large and commodious 4-story building, which was used as a Storing House, but was built with the design of establishing a Cotton Factory." The 1873 Farnham map described dimensions of 43 by 61.5 feet. The building functioned as a store and warehouse during the 1870s and canal boats may have pulled up to its tailrace side for loading and offloading of goods. An 1880s photo suggests the third story had been reduced to a half story, perhaps as a consequence of the building's burning in 1864. In the 1880s the building featured a stack of three doors on its south gable end served by a pulley on a boom above, and was adjoined by a shed-roofed weatherboard-sided frame addition with a tall metal boiler flue. The addition was probably added as part of the building's conversion to a woodworking shop. The building was used as a grain elevator in the 1910s.

8. Beechenbrook Foundry and Machine Works Foundation (ca. 1883).

The long limestone foundation extends along Woods Creek and was built for the Beechenbrook Foundry and Machine Works. Historic photos show this to have been a gable-roofed frame building with board-and-batten siding, large sixteen-over-sixteen windows, and a Stick-style office wing sided with chevron-pattern panels. A portion of the building was identified as a foundry on Sanborn maps as late as 1902 (the 1913 Sanborn map labels the building a warehouse). Part of the building stood into the 1980s or later.

9. Covered Bridge Abutment (1830s). The coursed rubble limestone abutment supported the west end of a covered bridge built in the 1830s across the Maury River. (The east abutment survives on the Rockbridge County side of the river.) The west abutment has a ramped top with a three-stepped river-facing elevation. The ledges of the steps served as bearing points for the ends of the former bridge superstructure, although there is also an account of the abutment being raised which could account for some of the stepping. At the top is a poured concrete threshold

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that formerly abutted the superstructure, and projecting upward at the midpoint of the threshold is a triangular limestone block that is believed to have served as a sort of bollard capping the end of a guard rail that formerly separated the lanes of traffic inside the bridge, although this feature may be more the product of recent rehabilitation. In the early 2000s the abutment was developed into an observation platform with the addition of poured concrete reinforcement, a metal railing, and a cobblestone pavement.

A succession of bridges crossed the Maury River beginning early in the nineteenth century with the development of Jordan's Point (prior to that a ford crossed the river near the downstream tip of the Point). An 1837 sketch map, drawn for a Board of Public Works survey of the river, shows what is presumably the first covered bridge crossing directly over a dam with a sluice for batteaus. One account states the covered bridge was built by John Jordan in 1835 at a cost of \$1,500. The bridge was burned by defending Confederate forces during Hunter's Raid in June 1864. A photograph taken a few years later shows a bridge with three uncovered wood truss spans on wood piers crossing the river at the location of the antebellum bridge and reutilizing its stone abutments. There are also accounts of a "pontoon bridge" at the location. On September 30, 1870, a flood destroyed the bridge that then existed and a covered bridge modeled on the antebellum bridge was rebuilt with completion either by 1873 or in 1879 (the evidence is contradictory). The 1870s bridge was used for vehicular traffic until the completion of a concrete highway bridge downstream in 1940. The covered bridge was demolished ca. 1946. The bridge utilized a Burr truss, a single span supported by massive wooden arches. It had a wood-shingled (later metal) gable roof and vertical board siding which at one point was painted with the advertisement "Tacoma—The Perfect Cure." Toward the end of its lifespan, as the bridge carried increasingly heavy motor vehicle loads, wood supports were added under it and the siding was removed to lessen its weight. A section of one of the wooden arches is preserved in the Miller's House Museum.

10. Millrace Bridge (early 20th c.). The poured concrete abutments of this standard deck-form vehicular bridge suggest initial construction in the early twentieth century, although later replacement of selected elements seems likely. For example, the abutments extend beyond the current deck on the upstream side, suggesting the original deck was wider. There are also indentations in the abutment extensions that suggest points of attachment for a former structure. The deck is defined on its two sides by poured concrete walls with metal railings above. A section of stonework lies under the long concrete north abutment and may be a vestige of an apparent succession of stone causeways that linked the mill to the covered bridge in the nineteenth century and were repeatedly damaged by floods. Alternatively, the stonework was part of the dam that impounded the millrace.

11. Rotary Pavilion. 2001.

The one-story open-sided structure of heavy timber construction has crucked posts, king post trusses, and purlin beams under a metal-sheathed gable roof. The pavilion shelters picnic tables. A bronze plaque notes that it was built as a service project of the Lexington Rotary Club with assistance from the VMI Cadets, the Timber Framers Guild, Charles W. Barger and Son, the

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Kerrs Creek Ruritan Club, and the City of Lexington. VMI and Ruritan emblems are carved on the truss pendants.

12. Batteau Shelter. Early 2000s.

The one-story open-sided structure has heavy posts with struts that support a metal-sheathed shed roof. The shelter covers a recreated batteau (river boat). The City of Lexington built the shelter to protect the "Pride of Rockbridge," a replica batteau of the type used to transport goods on the James River system. The boat, perhaps constructed in the 1990s, was second- or third-hand when it was acquired by a Rockbridge-area crew who entered it for several years in the James River Batteau Festival before retiring it in the early 2000s.

13. Restrooms. Ca. 2005.

The one-story rockfaced cinder block building has a metal-sheathed hip roof which overhangs on the front. The building stands near a stone retaining wall on Woods Creek that might be the abutment for a former bridge or may be the foundation of a store that once stood somewhere near the bridge.

Statement of Integrity

The historic district possesses good overall integrity. The following discussion addresses the National Register's seven aspects of integrity.

Location: The contributing resources remain at their original locations.

Design: The district's two contributing buildings retain their historic form and style and other aspects of design. The Miller's House was rehabilitated in recent years by the removal of non-historic elements and the addition of new elements (such as the front porch) modeled on historic photographs. Work on Beechenbrook Chapel commenced in early 2016 and the removal of historic exterior walls has had a dramatic temporary affect on the building's design. The various building foundations retain integrity of design as sites. The various canal-related resources such as the gauge dock and revetments have much the appearance they had historically, although the gauge dock has lost a section of masonry. The bridge abutment, though converted to an observation platform in recent decades, nevertheless retains its historic appearance as an abutment.

Setting: The setting within the district boundaries has changed markedly in some ways—for example, through the loss of the built-up industrial appearance it had historically—and remains relatively unchanged in other ways—for example, the retention of historic road and water features and the reuse of historically agricultural open areas as park and playing fields. The setting around the district is relatively little changed from the historic period; the Maury River and Woods Creek are still present and historic development such as Stono overlooking the Point and historic buildings across the river in East Lexington remain visible. A prominent change dating to after the period of significance is the recent reconstruction of the

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US Route 11 bridge just downstream from the Point, however the bridge has the basic form of the highway bridge first built at the location ca. 1940.

Materials: The contributing buildings, sites, and structures generally possess good integrity of materials.

Workmanship: The contributing buildings, sites, and structures generally possess good integrity of workmanship.

Feeling: In one sense integrity of feeling has changed significantly since the historic period. The Point was once a thriving industrial center and transportation hub; it is now more parklike in character. But feeling is enhanced through the preservation of surviving historic resources, museum use, signage, and interpretation. The redevelopment of recent decades removed a sewage treatment plant that had severely compromised integrity of feeling.

Association: The district possesses a direct link to the industrial and transportation activities that occurred at the location.

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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 grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

INDUSTRY

TRANSPORTATION

Period of Significance

Ca. 1800-ca. 1930

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Jordan and Darst (presumed masonry contractor)

Henry and Edgar (builders of Miller's House)

Rees, Nathaniel Brooke (presumed builder of gauge dock)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Jordan's Point, located in Lexington, Virginia, played an important role in the industrial and transportation history of Lexington during the nineteenth century and early twentieth century. The partnership of John Jordan and John Moorhead acquired the Point in the first decade of the nineteenth century and built a merchant mill, cotton factory, tilt hammer shop, and numerous other industrial buildings. In 1860 the Point became the terminus of the North River Navigation Company Canal, an extension of the James River and Kanawha Canal. The Point burned during Hunter's Raid in 1864 but was reborn after the war and rechristened as the community of Beechenbrook. Important surviving aboveground historic buildings and structures are the 1811 Miller's House; the 1874 Gothic Revival Beechenbrook Chapel; a ca. 1860 gauge dock and canal wharf; a stone abutment for a nineteenth-century covered bridge; and nineteenth-century industrial building foundations. The Jordan's Point Historic District is eligible at the local level of significance under Criterion A in the areas of Industry and Transportation. The period of significance extends from ca. 1800, approximately the beginning of industrial development at the Point, until ca. 1930, capping off the era when industrial activity is believed to have largely ceased.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Early History

The historic industrial complex at Jordan's Point was initially developed by the firm of Jordan and Moorhead, consisting of entrepreneurs John Jordan and John Moorhead. Jordan moved to Lexington as a young man in 1802. With builder Benjamin Darst he formed the partnership of Jordan and Darst, a leading area construction business in the first half of the nineteenth century. In 1804 Jordan partnered with John Moorhead for the purpose of developing a mill seat at the Great Road crossing of the Maury River, the future Jordan's Point complex. Moorhead is known to have owned a river boat (batteau) during the period of the partnership and his river trading activities may have been an important contribution to the arrangement, though in a later chancery case Moorhead's "business of boating" was claimed to have consumed a majority of his time with the implication that it was separate from, and detrimental to, the partnership.¹

The Point was an important location prior to Jordan and Moorhead's development work. Architectural historian Catharine Gilliam writes, "Every major form of transportation which linked Lexington with the other areas of the state, from the eighteenth century until the twentieth century, is involved in the history of the Point." An 1837 sketch plan, made as part of a river improvements survey, indicates fords of the Maury River and Woods Creek at the southern tip of the Point, and these were likely the fords that served travelers on the Great Road during the 1700s. William Alexander (d. 1797) operated a store at the Point beginning in 1778, selling dry

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goods, sugar, spices, stationery, and liquor. Another Alexander, Andrew Alexander, sold a “seat for a mill” at the Point to industrialist William Caruthers who afterward transferred it to Jordan and Moorhead. Although these property transfers are described in a chancery case there is apparently no record of them in Rockbridge County deed records. A 1797 deed referred to William Caruthers as William Alexander’s son-in-law and involved the transfer of Lexington town lots to Caruthers and various Alexander family members, indicating transfer activity at roughly the same time as the transfers at the Point. Gilliam notes that the Point “had been developed to a certain extent before Jordan moved to Rockbridge County,” although no evidence has come to light to suggest industrial development before 1800.²

Jordan and Moorhead’s initial development focused on the construction of a tubmill, sawmill, and dam in 1806. A tubmill is generally a small, simply outfitted mill that can be operated using trunked water without the need for a more expensive dam and race, although the construction of the first dam in 1806 suggests a millrace was available to power the tubmill early in its existence. Archaeologist Donald Gaylord, who has studied the history of the Point and conducted archaeological investigations there, notes that the Jordan and Moorhead tubmill ground corn and rye and operated only until the firm’s merchant mill came on line in 1808. Little is known about the form and construction of the tubmill, other than information that it housed a garner (bin) for storing grain or product, had a wheel of some sort, and may have had weatherboard siding. The sawmill, also built in 1806, may have been built or fitted out by millwright William Lusk. In the third quarter of the nineteenth century a sawmill with the characteristic long sawmill form stood on the river just below the bridge. A diagram of the 1806 dam shows it to have been a composite structure with four sections measuring possibly about 160 feet in total length. It featured a “slanting wall” and was constructed of stone-filled log or timber cribbing, a common dam construction technique of the era. The dam was replaced before 1840 and replaced again one or more times afterward. No traces of the 1806 tubmill and sawmill appear to survive aboveground, although remnants of a crib dam of unknown date are said to survive in the river. There is also a reference to a frame stable in an 1806 account, no doubt to shelter the teams used in the operation, and a possible indication boats were made at the Point during the period.³

Another early building was the Jordan and Moorhead “tilthammer shop,” built in 1807. The one-story frame building apparently measured 50 by 52 feet in dimension and had weatherboard siding, two large batten doors, and a wood-shingled gable roof. The tilt hammer for which the shop was named was a large water-powered hammer for forging wrought iron. The shop cost \$1,842 to construct, a figure that included an accompanying \$75 coal house (a shed for storing charcoal). A description of the tilt hammer shop having a “corner on the water” suggests it was located on the tailrace and an 1837 sketch plan may indicate its location across from the merchant mill and factory. From its first year of operation in 1807 until 1814 the shop was rented by blacksmith John McCown. In an 1838 deposition McCown commented on the declining profitability of making iron goods such as would have been manufactured in the shop. “From 1818 to the present time,” McCown stated, “it has been getting worse and worse every year, in consequence of axes, hoes, scythes, sickles and cutting knives and chains &c being brought here from the north and sold here at much less prices than tilt hammers here could afford to make

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them for.” McCown’s list suggests that at least some of these items were made in the Jordan’s Point tilt hammer shop.⁴

The tubmill, sawmill, and tilt hammer shop generated income for the firm during its first years of operation, and presumably some of the proceeds went toward the first major construction project, the building of the stone and brick merchant mill that survived (with one rebuilding) into the last third of the twentieth century and which has left an impressive stone foundation on the tailrace. The millwright work for the mill appears to have been done by William Lusk, who was a leading area mechanic during the first half of the nineteenth century and was also involved in work on industrial buildings at the Bath Iron Works near Goshen Pass. Work on the mill’s forebay, garners, and double doors was completed in late 1807 and in 1808 water wheels, a “husk for 4 pairs of stones,” “a crane to lift the stones,” cogwheels and spur wheels, meal chests, a hopper, and other equipment were built. The enumeration of such equipment as pulley heads suggests the mill operated on the Oliver Evans principal of automation. Lusk’s expenses included the “drawing” of various features which appears to mean actual technical drawing. The completed mill, 45 by 50 feet in dimension, was placed in operation in 1808. After thirty years of use the mill underwent major repairs in 1839. A list of work completed by millwright William T. Clarke (or Clark) during the period includes the repair of pulley-driven elevators fitted with “paddles” rather than, apparently, cups for transporting product vertically through the mill (unless paddles was a term for the cups that are often seen in the “elevators” of later mills). Other equipment made by Clarke included a conveyor, a bolting chest, a spur wheel, and two “wallowers” (lantern wheels). Though it was located some distance from the river, the mill was not safe from the floods that occasionally swept the low-lying Point property. A flood in June 1840 “shattered the forebay and trunks” and did other damage to the mill.⁵

Next in Jordan and Moorhead’s construction program was the building of a two-story stone and brick fulling mill for processing woolen cloth. The carpentry for the 18 by 34 foot building was completed by Henry and Edgar in 1810. One item in their construction list was “steps of loom house door” suggesting the upper story was used for weaving cloth, possibly an indication of a female component to the Point’s workforce. Later maps and photos show the building standing between the 1808 merchant mill and the 1815 factory. Traces of the building were not observed in a 2015 investigation of the location.⁶

The principal survival from the early period is the Miller’s House, built in 1811 as a residence for the miller and located near the merchant mill for his convenience. As with most other Point buildings of the era the carpentry work was executed by Henry and Edgar. Edgar was presumably George Edgar, who in 1802 built a log distillery in the county. Henry was John Henry. Among the millers who presumably lived in the house before 1840 were a Mr. Caskie and a Mr. Thompson, Caskie possibly preceding Thompson. The Miller’s House was one of several dwellings built at the Point during the early years. A log house and a brick one, located side by side, formerly stood in what is now park land between the millrace and the river. One or both may have been built in 1810 and they appear in multiple photos, maps, and a painting from the second half of the nineteenth century. They were of one-story height with garrets, gable

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roofs, and gable-end chimneys. A tollhouse, occupied by the bridge tollkeeper, stood near the bridge.⁷

The Moorhead chancery case provides a fascinating glimpse of life at the Point during the period. The Point's riverside location attracted "young men, boys, and negroes from town, principally," who came to bathe and fish and required Jordan and Moorhead's employees to "keep order about the place" in addition to their other duties. One employee was asked, "Were not the boys from the town and from the neighborhood very troublesome about the mill and dam, especially, on Sundays?" The employee replied, "They were very troublesome. They were in the habit of bathing in the river about the fording place and would take away the sluice planks [from the batteau sluice] and would trample down the tan bark and let the water through the dam." Tan bark and clay and dirt were used to pack the dam's timber cribbing against leaks, and on one occasion when the dam was undermined a witness noted that he had seen "both Jordan and Moorhead with wagons and teams hauling large brushy cedars and rocks to stop the breach under the dam." Boatmen, too, created a nuisance, as they would "tear off the plank" of the batteau sluice when they passed through the dam "and let it go down the river."⁸

The Point facilities were in constant need of repair. One of the early dams, perhaps the original one, "broke" at least three or four times in so many years. The tilt hammer shop roof leaked prior to its replacement in the mid-1830s. John W. Jordan, a son of John Jordan who "carried on the work" at the tilt hammer shop during the period, was asked, "Were not the hands interrupted in their work in heavy rain, owing to the leaky condition of the roof?" He responded, "The last two or three years before the new roof was put on, they had to leave the shop in time of heavy rain. In ordinary rain the shop was very damp and disagreeable and the workmen had to dig trenches to drain off the water from where they stood and stood on planks between the anvil block and the fire." Jordan also noted that in the early 1830s "the hammer was entirely down, and the water turned off from the bellow wheel in consequence of the trunk being so rotted that it would not hold the water. The shaft was also entirely rotten where the cams went into it so that it was impossible to keep them tight."⁹

Beginning in 1816 Jordan and Moorhead operated a "grocery" business at the Point in conjunction with their other enterprises. The business, which was more what would be considered a general store, sold such goods as crockery, candles, spelling books, and vest patterns in addition to foods and beverages like salt, sugar, coffee, whiskey, brandy, raisins, oranges, ginger, almonds, and herrings. The store may have occupied the 1815 factory building; the building appears to have contained a store in later years. Activity at the Point attracted unaffiliated merchants who established their stores in the vicinity. One was the Campbell and Company Store which in 1860 advertised its stock of dry goods, groceries, queensware, boots, shoes, and tobacco products and accepted grain, wood, dried fruits, and other products in exchange for goods. An 1884 plat suggests the Campbell Store was located between the Miller's House and Beechenbrook Chapel in an area just outside the district.¹⁰

John Moorhead died in 1829 and suit was brought to determine the dower interest of his widow, Esther Moorhead. As a result of the proceedings the Point property was advertised for sale in

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October 1840. The advertisement included a detailed description of the buildings present at that time:

This property is known by the name of the "Lexington Mills," or "Jordan's Point," [and] consists of a large Brick Merchant Mill, of the first class, of the most finished and improved machinery, and now in full operation. A four story Brick Building built some years since at cost of about \$6,000 for a cotton factory. A brick Carding Mill, a Saw Mill, an extensive Smith Shop and Tilt Hammer establishment—a Wagon maker's Shop—a Wheel Wright Shop—Also 4 Brick Dwelling Houses, with gardens and out houses, and a number of other buildings on the premises. A new dam has been lately built across the North River, giving to the mills an extensive supply of water. This property is approached from both sides by well constructed bridges. The bridge across the river being a fine arch bridge of one span, thrown over the dam.¹¹

At the time of the 1840 advertisement all buildings were described as in operation except for the 1815 cotton factory. Most evidence suggests the factory was the most problematic of the Point's enterprises and may have served only briefly, if at all, for its intended purpose. It is possible it was built on a speculative basis, to lure a textile manufacturer to the location, or that it was built as part of a business arrangement that fell through. In 1849 the Lexington paper reported that "an enterprising gentleman who has had an extensive experience in manufacturing woolen goods both in Richmond and in the Northern cities" was in town to drum up interest in establishing a woolen mill at Jordan's Point. Presumably the manufacturer intended to outfit the existing factory building for the venture, which it was claimed would provide employment to sixty men, boys, and girls and generate \$12,000 in wages. The plan appears not to have been implemented, and in the following decades the building may have served as a store and warehouse. The 1873 Farnham map may show a flume running to the building, possibly to operate a plaster mill in the basement. The idea of using the building for textile manufacturing was briefly revived in the early 1880s with a proposal that it be fitted up as a woolen mill but that plan too did not come to fruition. Of all the enterprises that operated at the Point during the mid-nineteenth century, the merchant mill was likely the most remunerative. The 1850 industrial census describes the "J & J Jordan" mill (probably the Point mill although possibly another) as processing 14,000 bushels of wheat and 10,000 bushels of corn annually to produce \$1,575 in flour and cornmeal.¹²

The Jordan family interests revamped their ironworking facilities at the Point beginning in 1849. That year Samuel F. Jordan built a foundry on the bank of the tailrace opposite the merchant mill. This was apparently a frame building with a stone foundation and such features as a water wheel, a crane, and a "cupola" or furnace, probably cylindrical in form, for remelting iron for casting. Richard H. Stratton, who was involved with the Jordans during the era, and possibly A. M. Lusk and an individual named Deacon may have been involved in the construction and/or outfitting of the foundry. On the 1873 Farnham map the building is described as measuring 47 by 22 or 22.5 feet in dimension. Next to it stood a 51- by 33-foot building identified as a forge. Whether the foundry replaced the 1806 trip hammer shop, or whether the forge is the trip hammer shop, is unclear. Neither the foundry nor the forge is portrayed on the 1891 Sanborn map, suggesting they had been removed by that date. It may also be that the forge and foundry illustrated in postbellum sources were rebuilt after the burning of Point buildings in 1864. Today

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the location is partially covered with modern riprap and no trace of the former buildings has been observed aboveground, although there is a low rubble foundation or retaining wall just downstream on the tailrace which may be associated with the former forge or was an extension of the adjacent public wharf.¹³

In 1853 Samuel F. Jordan repaired and added to the office located somewhere at the Point. Materials lists suggest this was a brick building with a wood-shingled roof. The addition was constructed of what were described as “old” bricks. Also on the Point property during the middle decades of the nineteenth century was an enigmatic gable-fronted frame building that may have stood near the current restrooms. The building had three large front openings suggesting it may have been a wagon shelter. A “shop,” presumably a blacksmith shop, stood near the end of the covered bridge convenient to those in need of a smith’s services. Artist James H. Waddell, who made a painting of the Point (possibly in the early 1860s), portrayed the shop as a wooden building with vertical board siding and a steep wood-shingled gable roof (see Historic Figure 2). In 1854 buildings and structures at the Point were described as including two dwellings, the stone foundation of a third dwelling, a spring, a slaughterhouse, and a stable. Not included in the description was the concentration of industrial buildings on the tailrace.¹⁴

At the end of the antebellum period the Point became the terminus of the North River Navigation Company canal, which connected to the James River and Kanawha Canal at the confluence of the James and Maury rivers. Discussion in the local press in the early 1850s included an editorial by ironmaster William Weaver who noted, “The place of business, if the canal shall be finished—will be on their [the Jordans’] property—and no doubt there will be a great increase in the value of their estate.” Samuel F. Jordan was apparently the contractor for the canal works between the James River and Edmondson’s Mill (downstream from the modern city of Buena Vista) and Nathaniel Brooke Rees was reported in his 1899 obituary to have built the canal between Lexington and Ben Salem (the latter place located between Buena Vista and Lexington). Rees, therefore, may have been the builder of the gauge dock at the Point, work which would have been done by the James River and Kanawha Canal after it acquired the North River Navigation Company. He was also reported to have served as “clearance officer” for the James River and Kanawha Canal Company at the Point during and after the Civil War, a position which suggests he administered the operation of the gauge dock. His duties would have been similar to those described in an 1865 job notice for a clearance officer assistant at Richmond whose duties were “to examine and clear the boats.” The first packet boat is reported to have arrived at the Point on November 15, 1860. Jordan Point’s gauge dock is one of the most distinctive features of the North River Canal, a river improvement that canal historian William Trout considers “one of the best preserved of Virginia’s historic canals.”¹⁵

The gauge dock at Jordan’s Point was probably designed by James River and Kanawha Canal Chief Engineer Edward Lorraine who was in charge of completing the North River canal to Lexington. According to his diary, Lorraine was in Lexington in June and July 1859 to plan the canal works at the Point. He surveyed the Point on June 20 and over the following two weeks worked on a plan of the property. On July 2 he noted he “went down to the Dock” from town, which suggests the existence of a batteau dock preceding the gauge dock, or he was already

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calling the area that would be the canal dock by its name. The canal's October 1859 report noted "The board expect[s] to sell such portion of it [the Point property] as shall not be required for the use of the company, and with that view, the whole has been laid off into lots, and a survey and plot made by the chief engineer." This is undoubtedly the original of the plan known as the Farnham map dated 1873, and it reflected a change from an earlier scheme which had called for a "lock and dam at the mouth of Wood's creek." The new plan raised a dam downstream from Jordan's Point in order to create a five-foot-deep pool extending to the Point. Or, as the 1858 annual report put it, to "convert the whole river into a fine basin, which will be accessible on both sides, and afford ample room for ware-houses and wharves." In the October 1861 report of the James River and Kanawha Canal Company it was noted "there now remains to be finished some of the wharfage wall [wharf revetments] around the basin at Lexington . . . which can certainly be done by the end of the year."¹⁶

The manner by which the gauge dock weighed boats is not known for certain. The operation of a nineteenth-century gauge dock, possibly one on the James River and Kanawha Canal, is described in an exhibit at Canal Basin Square in Scottsville. According to the exhibit, rods were attached to a canal boat to measure its draft when loaded and unloaded. The Waddell painting appears to be the earliest depiction of the Point's gauge dock. It shows a one-story frame building that spanned from the existing masonry wall of the dock to a parallel wall, now gone, that stood at roughly the middle of the tailrace. Under the downstream end of the building were grates that may have kept debris from washing under the building or that may have kept unauthorized persons from going under the building. The building appears only in the Waddell painting, so far as is known, and it may have been burned along with other Point buildings in the Federal raid of 1864. The building is gone in a photo from the late 1860s although the wall in the water appears. The wall was relatively narrow in width and had what appears to have been alternating masonry and wooden construction. The unusual construction suggests it was somehow associated with the operation of the dock. Because the dock continued to serve its function without the building, the building may not have been critical to that function, despite its curiously specialized construction. Perhaps it served as a sort of freight and passenger depot. The Waddell painting shows a canal boat docked next to it. Canal researcher Tom Kastner has seen information to suggest a similar building was built over the gauge dock in Lynchburg in the 1850s, perhaps to serve as a toll booth.¹⁷

Civil War

Jordan's Point figured as a local supply depot during the Civil War. A. Alexander's store at or near the Point served as a collection center for blankets and clothing for the supply of Confederate forces in 1862. That year the Point was owned by the James River and Kanawha Canal which advertised it for sale in December. The sale notice listed, "A large and well built Flour Mill, the machinery of which is propelled by water power, a large building originally designed for a cotton Factory, an old Forge and [Foundry], a saw Mill, and several Dwelling Houses; and appurtenant to it a Covered Bridge across the North River, connected with the Junction Valley turnpike road." In early 1863, as the local economic picture worsened, Lexington diarist Margaret Preston noted that firewood cost \$12 a cord delivered in Lexington

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but was somewhat more affordable at \$10 a cord delivered to the Point. Wood was brought up the Maury River in "wood boats" to serve the Lexington market during the period. Another indication of economic strain appears in an 1864 advertisement for McCorkle, Lusk and Company which noted that goods sold from its newly fitted-up store room at the Point "must necessarily be high during the war." The company, composed of Calvin McCorkle, A. M. Lusk, and John Gibson, touted its "Lumber House" or storage building "situated immediately on the Canal, where boats can come up to the very door," and its fleet of "two regular Boats with careful and responsible Captains." The proprietors noted that "persons bringing produce to our house will pass the toll bridge free of toll." Also in 1864 Barclay's Lumber House at or near the Point served as a collection point for hay and grain that was shipped to Richmond for use by the Army of Northern Virginia.¹⁸

On June 10, 1864, a Federal force of approximately 18,000 troops under the command of General David Hunter converged on Lexington from the north. The bridge at Jordan's Point was of strategic value and on June 10 it was fortified by Virginia Military Institute cadets. According to historian Robert Driver, "A cadet howitzer was ordered to the bridge to defend it. Simultaneously, Captain Henry A. Wise led a company of cadets to a nearby hillside in a supporting role, while still other cadets lined the bridge with turpentine-soaked bales of hay which, when fired, would assure the destruction of the span." On June 11 Confederate forces under General John McCausland which had sought to delay the Federal troops retreated across the bridge and fired it to prevent its use by the Federals. Nevertheless, some Federal forces were able to cross the "remnants of the burning bridge" whereas others crossed on a pontoon bridge (the pontoon bridge may not have been at the Point). Lexington was shelled from the heights on the opposite side of the river, an action which may have affected the Point which lay in between, although the principal damage to buildings at the Point was due to direct burning. According to Driver, "Government warehouses at Jordan's Point, containing hay and corn awaiting shipment to Lynchburg, were sacked. The large valuable Lexington Mills and adjacent buildings met the same fate despite promises they would be spared. A three-story brick factory and other establishments also were fired." An account in the July 26, 1864, *Lexington Gazette* noted that the merchant mill and factory "were destroyed by fire during the late raid of the Yankee army through this Valley. The walls are yet standing, and in good condition, and may be rebuilt readily. The water power (which is immense, the finest in this whole section of the country, and probably as good as any in the State, capable of operating any kind of machinery), is unimpaired." The government facility at the Point was likely that described in an 1863 deed as a "hay or store house which has been erected by and is the property of the Confederate States of America." One consequence of Hunter's Raid was the exposing of the eighteenth-century ford that crossed the Maury to the tip of the Point as a consequence of the destruction of the lock gates at Reid's Dam downstream, which emptied or drastically lowered the impoundment that extended up to Jordan's Point.¹⁹

Postbellum Period

Jordan's Point rebounded after the Civil War. The walls of the merchant mill, cotton factory, and apparently also the fulling mill survived the destruction and were reused. The cotton factory, for

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example, was rebuilt as a consequence of an 1871 agreement with builder J. H. Lyle which directed Lyle "to rebuild or fill up the old walls at Jordans Point known as the Factory" and to rebuild the timber floors on the interior. A pair of photographs taken in the late 1860s documents the Point at that time. They show the extensive stonework of the gauge dock and public wharf; the early nineteenth century log and brick houses which once stood near the bridge; the bridge itself, which was not covered at that point; and a number of small buildings on the peninsula between the millrace and Woods Creek that are not shown on later maps. The uncovered bridge succeeded the bridge burned in 1864 and utilized its stone end abutments, although unlike the pre-war bridge and its 1870s rebuilding it was supported by a number of wooden piers in the river.²⁰

Newspaper advertisements from January 1870 suggest healthy commercial activity at the Point less than five years after the end of the war. Merchants B. F. McNutt and T. E. McCorkle operated a "receiving and forwarding business" at the Lexington Warehouse on the "Basin Bank," dealing in groceries, fertilizers, agricultural implements, butter, baled hay, "and other articles suitable for farmers." Another enterprise was the Association Store which carried lime, grain cradles, scythes, pork products, corn meal, flour, and "Excelsior Sup[er]ior Phosphate" fertilizer. The Association Store offered goods in exchange for grain, old wrought iron, and scrap iron, and it provided its customers "bags furnished in any quantity to persons wishing to ship grain to Richmond." The Association Store may have been operated by something called the Rockbridge Mercantile Association. Later, in 1877, an account suggests T. E. McCorkle operated two business buildings at the time: a store and a warehouse with a basement where tobacco hogsheads were kept. The warehouse may have been the large but poorly documented frame building that stood between Moses Mill Road and Woods Creek, near the modern Jordan's Point sign, within the district. The building appears in a late 1860s photo as a long one-story structure with a shuttered window in its south gable and what may have been chimneys or flues at both ends. It stood along a section of Woods Creek labeled "Basin" on the 1873 Farnham map, an indication that the building was directly accessible to canal boats. The building later appears on Sanborn maps, first as a warehouse on the 1891 map and in 1902 as a blacksmith shop. The building was accompanied by a two-story frame building that was described variously as a dwelling and a grocery store.²¹

Jordan's Point suffered a setback with the infamous "freshet" or flood of late September 1870. On September 30 the local *Virginia Gazette* reported, "The new double-track covered bridge across the river at the Point, Patterson's and J. D. Anderson & Co.'s lumber houses, and the brick toll-house have been swept away." (The Anderson complex was actually located at the Clifton farm downstream from the Point.) Flood water was also reported in the third story of "McNutt's lumber house," possibly the name by which the cotton factory was known at the time. On October 7 the *Gazette* reported:

Jordan's Point, of which we gave some account last week, is a perfect scene of desolation. Alexander's warehouse, with the merchandise belonging to Messrs. J. D. Anderson & Co. and a large amount of goods and grain stored in it, Patterson's warehouse on the Point with all its valuable contents, all lost. McNutt & Co.'s Warehouse and McCorkle's Store were submerged and greatly damaged. The

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Association Store suffered the same calamity, and a great portion of their goods either destroyed or badly injured. The houses occupied by Capt. McNutt and Mr. Day,—the latter gone and the former in ruins. The damage to the Point property in addition to what we have mentioned was great,—The stone causeway between the Mill and Bridge was swept out. A large quantity of wood, lumber, and coal stored on the bank was lost. All this, together with the Bridge, makes the loss at this one point to swell up to thousands of dollars.

The *Staunton Spectator* reported on October 4 that “all the houses but two on the point at Lexington” were destroyed. On October 14 plans to replace the bridge were already underway. According to the local press, “Col. Allan was appointed a Commissioner to contract for a bridge at the Point on the plan of the one burned during the war, to be raised three feet higher.” The 1873 Farnham map shows a completed covered bridge at the location, although the map may portray the area as it was in 1859 rather than 1873 (or it is a composite of information from 1859 and 1873). The 1877 Gray map shows a bridge although it does not indicate whether it was covered. Point historian Catharine Gilliam believes the covered bridge was not rebuilt until 1879.²²

Mentioned in the reports but left out of the accounts of damage was the mill, although the building must have experienced flooding. Such was the case during a lesser flood in November 1877. An account of that flood stated:

The property of Messrs. Ross & Green was not materially damaged. Their mill will resume operations in a day or so. The mill gearing, &c., was damaged about \$100. At their store, the water reached the business floor, but the goods had been carefully protected by the efficient clerks of the firm, who worked hard all night Friday in removing the stock from the floor . . . About 50 tons of plaster was swept into the canal [the tail race]. Possibly some of it may be recovered.

In 1871 the mill was described in a state business directory as the grist mill of Gibson and Co. Gibson was John Gibson, who in 1872 tax records was recorded as the owner of a three-fifth interest in the “Point Property” with buildings valued at \$7,000. The other two-fifths interest was owned by the heirs of G. W. Johnston (John Gibson in possession) and had buildings valued at \$4,000. The total \$11,000 value of buildings remained relatively constant through the 1870s, dropping to \$10,000 by 1880. Deed records for the period show numerous individuals with shifting ownership interests in the property. One was Edward Jenner Leyburn who studied mechanical engineering at the Lowell Technical Institute in Massachusetts and in the 1850s was responsible for enlargements to Leyburn (Furr’s) Mill located upstream from the Point. The 1873 Farnham map of Jordan’s Point, which may be a re-drafted 1862 map, shows the following buildings and structures: a mill, two shops, a factory, a forge, a foundry, a sawmill, a tollhouse, a springhouse, a gauge dock, a public wharf, and miscellaneous dwellings. In 1871 John Alexander Gibson and David Robert Reveley built what is described as a commission house at the Point and a plaster mill was among the Point’s industrial features in 1878. An 1878 sale advertisement claimed that the Point property, with its “facilities for loading and unloading directly from the boats,” was “the most valuable [property] in the county as a business stand.”²³

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In the early 1870s the congregation of Lexington Presbyterian Church became interested in the spiritual wellbeing of workers at the Point. A proposed "Chapel at the Point" was discussed in session minutes of July 6, 1872. Leading proponents of the initiative were J. T. L. Preston, known as the "Father of VMI," and his wife, poet Mary Junkin Preston. At its completion in May 1874 the chapel was named Beechenbrook Chapel after Mary Preston's celebrated poem about the Civil War, "Beechenbrook." The name extended to the entire industrial, commercial, and residential development at the Point and was also given to an 1880s foundry there. In later years Beechenbrook Chapel was used primarily as a Sunday School facility and the local press frequently reported on picnics, benefits, and other events held on the premises including, in 1910, a "stereopticon travel lecture." In 1927 the press reported on a "Home-Coming Day at Beechenbrook" and noted, "Beechenbrook has an interesting history. The school has been in continuous operation for over fifty years and has afforded a field for the Christian activity of many good men and women." The Beechenbrook name was also given to a brand of flour carried by the firm of McMahan, Ross and Company at the Point in 1876. The firm claimed the flour would "preserve peace in the family by the prevention of that irritability caused by Dyspepsia."²⁴

A foundry business at or near the Point was operated in the late 1870s and early 1880s by Thomas Bradley Mullen, a Pennsylvania native who by 1878 was producing the "Mullen Plow" at his Lexington Agricultural Foundry, which Mullen claimed was "the only foundry this side of Staunton." The Mullen plow was said to be "especially valuable in turning under heavy growth of clover." Mullen produced other castings and did repair work. An example of the former is the "handsome iron balcony in front of the Walz building" in Lexington, made in 1884, and the latter is indicated by Mullen's repair of the fence around Lexington's courthouse square in 1881. In 1884 Mullen's enterprise was described as "the foundry and machine works . . . near the Point." During the latter years of Mullen's operation, the Point was owned by the Lexington Manufacturing Company which acquired the property in 1882 and 1883.²⁵

The North River Canal continued in operation after the Civil War but the series of destructive freshets and other factors contributed to its abandonment around 1880. In 1880-1881 the Richmond and Alleghany Railroad built a branch line to Lexington along the canal's towpath. The line crossed the Maury River from the East Lexington side to Jordan's Point just downstream from the covered bridge, proceeded across the island portion of the Point on a low trestle, spanned the millrace just upstream from the merchant mill, passed behind the Miller's House, and continued on to Lexington along the Woods Creek valley. A small spur split from the main branch and ran down the peninsula between the millrace and Woods Creek. The *Staunton Spectator* reported on developments in October 1884, putting them in the context of the Point's industrial history:

The old plant of Colonel Jordan's manufacturing enterprises of more than half a century past, is now the seat of elegant establishments and working fine results for this community. The Lexington Manufacturing Company, with its splendid water-power and great turbine wheel of 85 horse power—with ample grounds and railroad connections, and many buildings, and a reserve water-power still lower down North river, all ready with the entire stream at its command by a large cut-stone dam, is prosecuting milling and manufacturing in house-building materials, furniture, etc. . . The mind and fine

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intellectual resources in charge of these valuable works are those of our old and esteemed *confrere* A. T. Barclay, Esq.²⁶

Railroad access precipitated a surge of development at the Point. Tax records show an increase in the value of buildings from \$6,000 in 1883 (less than the \$10,000 reported in 1880) to \$16,000 in 1884, indicative of major new construction. Chief among the new buildings was the ca. 1883 Beechenbrook Foundry and Machine Works, a long one-story frame building that hugged the north bank of Woods Creek. An interesting feature of the building was its office wing, which was clad with chevron-pattern siding in the Stick style (see Historic Figure 3). By late 1884 William Jolliffe and Andrew D. Estill were in charge of the plant and a flurry of press announcements on their activities suggests they were disseminating information to the state and national media. In October 1884 Jedediah Hotchkiss's journal *The Virginias* reported:

Most prominent and significant of all the improvements here is the foundry and machine shops of Jolliffe & Estill. Originally designed to be part of the Lexington Manufacturing Company, they are now in the hands of two active young business men, who have put in the newest machinery for the manufacture of steam engines, agricultural implements, building purposes, and any castings that are for use or ornament. Orders are coming in, and some day they will rival the Tredegar works in Richmond.

The following month the national-circulation *Manufacturer and Builder* reported, "The Beechenbrook Foundry and Machine Works, Lexington, Va., is the name of a new concern, which is to build the Kriebel engines and boilers for the Southern States. A switch running by their door connects with the Chesapeake & Ohio, Richmond & Alleghany, and other railroads." The Kriebel vibrating valve steam engine was described as a "compact little engine for farm use especially," and the foundry's other products and services included engines, boilers, castings, repairs, and general and mill machinery. Among the products were the cast iron pipes that provided water to Lexington from a reservoir at Brushy Hill. William Jolliffe was an 1868 graduate of the Polytechnic College of Pennsylvania in Philadelphia who was involved in canal construction along the James River in the late 1870s, was appointed a division engineer with the Richmond and Alleghany Railroad in 1880, and built tunnels and railyards for the Norfolk and Western line in the early 1880s. When the Beechenbrook foundry eventually folded it was succeeded in 1893 by the woodworking plant of Loyall, Lilly and Gilmore which leased buildings at the Point from the Lexington Manufacturing Company. The firm made sash, blinds, doors, moldings, ceiling (tongue-and-groove or matchboard sheathing), and flooring. It also built houses.²⁷

In September 1900, P. B. Moses of the firm of Moses Brothers purchased buildings at the Point. A January 1901 report noted:

Messrs. Moses Brothers, who recently bought the milling property at Jordan's Point, on the eastern suburb of Lexington, have put the planing mill in operation after extensive repairs. The old flouring mill was torn down, and the work of rebuilding is progressing. The new mill will have a capacity of seventy-five barrels of flour per day.

The new mill, a two-story brick building with a mansard attic story, apparently built on the foundations of the 1808 mill, was outfitted with Nordyke and Marmon milling machinery valued at upward of \$6,000. The work of equipping the mill continued through the summer of 1901.

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Advertisements from the early years of Moses Brothers' "Mill and Factory at the River" noted the production of flour, shipstuff, bran, corn meal, and feed in the mill and, in the planing mill, an assortment of building materials including siding, sash, doors, mantels, brackets, flooring, molding, and turned work. In 1904 A. B. Moses operated the flour mill and N. W. Moses operated the planing mill.²⁸

Moses Brothers may have retained features of the earlier mill in addition to the foundation, such as the water-powered turbines added prior to 1891, but they switched over from traditional millstone milling to five stands of double steel roller mills and installed a five-horsepower steam generator. The switch to roller milling is reflected in the early twentieth century name of the mill, Lexington Roller Mills. Other machinery, listed on Sanborn maps, included a corn crusher, a corn mill, a wheat steamer, wheat cleaners, a bran duster, a packer, swing sifters, and tubular and cyclone dust collectors. Lexington author John Letcher described Moses Brothers' "busy establishment" in his book *Only Yesterday in Lexington, Virginia* (1974):

In addition to the mill building, there was a large one-story storage building and a cooperage where flour barrels were manufactured. There were several other small buildings which were used for various purposes connected with the larger buildings.

Freight cars were brought in on the spur track to be loaded with barrels of flour from the storage building. Operating at full capacity the mill produced eighty-five barrels a day.

Sanborn maps from the period show these ancillary buildings which included a lumber kiln and lumber shed.²⁹

According to research for Winifred Hadsel's *The Streets of Lexington, Virginia*, the Moses brothers utilized a production system called "milling in transit" which the family had used successfully in mills they owned elsewhere in Virginia and North Carolina. Buildings adjacent to the mill that formerly served other purposes may have been used for grain and/or product storage during the Moses tenure. The Moses system is said to have enjoyed its greatest success during World War I but the firm was out-competed in the early 1920s. "When, therefore," Hadsel wrote, "the mill and its dam were swept away in a flood during the late 1920s, the company (then made up of R. B., N. P., and N. O. Moses) decided that it would not try to rebuild; in 1928 it sold all that remained of its property between the mill race and the river." The 1920s flood destruction was not as complete at the Hadsel account suggests as the mill and other buildings are shown in later photos.³⁰

The industries and dwellings at the Point appear to have been mostly abandoned by the eve of World War II when they were documented in photographs by William Hoyt. Aerial photos from the second quarter of the twentieth century show annular cleared or bare areas in the western half of the island, an area now occupied by playing fields. These may have been associated with circus use of the location. In 1954-1955 a sewage treatment plant was constructed on the west end of the island, fulfilling plans proposed as far back as 1938. The plant was built by contractor B. A. Bowles of Salem and featured a one-story office building of utilitarian design, a greenhouse-like glass-roofed structure, and concrete ponds. It opened in April 1955. Interest in recreational redevelopment of the area grew in the late twentieth century, first with the development of the Chessie Trail walking path along the former towpath/rail bed, and in the late

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1990s with a plan for revitalization of the Miller's House and the creation of athletic fields and other amenities. The 1950s treatment plant was removed in coordination with the initiatives.³¹

Archaeological Investigations

Archaeological investigation in the area has occurred on three known occasions, the first a pedestrian reconnaissance of the east end of the island by Washington and Lee University archaeologist Douglas McLearn in 1979; the second a Phase 1 survey conducted by Washington and Lee University archaeologist Kurt Russ for Whitman, Requardt and Associates in 1995, resulting in the excavation of twenty-eight shovel test pits; and the third in 2013-2014 when Washington and Lee University's Archaeology Program investigated two dwelling sites. In the 2013-2014 investigation, students under the direction of Alison Bell and Don Gaylord dug test pits revealing brick and limestone rubble associated with at least one of the dwellings and uncovering clothing items, ceramic fragments, and other domestic artifacts. The investigations were carried out with the support of Historic Lexington Foundation (HLF).³²

Endnotes

1. Bodie, *Remarkable Rockbridge*, 83-84; Gaylord, "Walking Tour of Jordan's Point Island"; Moorhead, John's Admr. v. Jordan, John; Alexander, Andrew, pp. 80, 203 (hereafter appearing as *Moorhead v. Jordan*). A number of individuals and organizations assisted with the preparation of the report, foremost among them the sponsor, Historic Lexington Foundation (HLF), represented by Executive Director Donald Hasfurther and President Beverly Tucker. Donald Gaylord clued the author into the wealth of information on the Point's early development contained in the Moorhead versus chancery papers. Richard Halseth shared his considerable knowledge of the Point and its transportation and industrial history. Others who assisted included Philip deVos (Virginia Canals and Navigations Society), Brenda Doyle (City of Lexington), Terry Harrington (former planner with the City of Lexington), Tom Kastner, Mary Laura Kludy (VMI Archives), Seth McCormick-Goodhart (Washington and Lee Special Collections), Steve Paulk (City of Lexington), Jonathan Pezzoni, H. E. (Skip) Ravenhorst, William E. Trout III (Virginia Canals and Navigations Society), Eric Wilson (Rockbridge Historical Society), and Quatro Hubbard, Carey Jones, Lena McDonald, and Michael Pulice with the Virginia Department of Historic Resources.

2. Gilliam, "Jordan's Point," 109, 111, 112; Gaylord, "Walking Tour of Jordan's Point Island"; Pezzoni, *Architecture of Historic Rockbridge*, 162; *Moorhead v. Jordan*, pp. 19; Rockbridge County Deed Book C, p. 368.

3. Gaylord, "Walking Tour of Jordan's Point Island;" *Moorhead v. Jordan*, pp. 114, 177, 207-09, 214, 219, 225, 232-234; Farnham, "Map of Jordan's Point."

4. Gaylord, "Walking Tour of Jordan's Point Island"; *Moorhead v. Jordan*, pp. 112, 187-188.

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5. *Moorhead v. Jordan*, pp. 74, 104-107, 212-215, 544; Pezzoni, *Architecture of Historic Rockbridge*, 171; Gaylord, "Walking Tour of Jordan's Point Island."
6. *Moorhead v. Jordan*, pp. 181-183; Gaylord, "Walking Tour of Jordan's Point Island"; Pezzoni, *Architecture of Historic Rockbridge*, 152.
7. *Moorhead v. Jordan*, pp. 100, 185-186, 189; Gaylord, "Walking Tour of Jordan's Point Island"; Pezzoni, *Architecture of Historic Rockbridge*, 18, 155.
8. *Moorhead v. Jordan*, p. 78-79, 102, 113.
9. *Moorhead v. Jordan*, p. 99-101, 114.
10. *Moorhead v. Jordan*, p.397-402; *Lexington Gazette*, December 13, 1860; Rockbridge County Deed Book XX, p. 235.
11. *Moorhead v. Jordan*, p. 143.
12. *Lexington Gazette*, September 18, 1849; U.S. census; Gilliam, "Jordan's Point," 126, 133-134.
13. Jordan Family Collection, Box 45, "Jordan, Col John—Accounts with S. F. Jordan, 1834-1856;" Farnham, "Map of Jordan's Point;" Sanborn map.
14. Jordan Family Collection, Box 45, "Messrs. J. & S. F. Jordan in acct with Samuel F. Jordan;" Gilliam, "Jordan's Point," 117, 122.
15. Tom Kastner personal communication with the author, February-March, 2016; Jordan Family Collection, Box 47, "North River Improvements, 1851;" "Jordan's Point timeline;" *Valley Star*, December 19, 1850; *Lexington Gazette*, March 15, 1899; *Richmond Dispatch*, January 28, 1865; Trout, "Maury River Atlas," 2.
16. Lorraine diary; Trout, "North River Navigation," 7; Report of the Board of Public Works (1858), 285; Report of the Board of Public Works (1859), 222; Report of the Board of Public Works (1861), 79, 89.
17. Waddell, James Henry, Collection Identifier; Canal Basin Square exhibit image provided to the author by Richard Halseth, February 2016.
18. Driver, *Lexington and Rockbridge County in the Civil War*, 38, 41; Rockbridge County Deed Book II, p. 407; *Lexington Gazette*, December 4, 1862; *Staunton Spectator*, April 5, 1864; Gibson (?) to Ellis letter.

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19. Driver, *Lexington and Rockbridge County in the Civil War*, 61, 63, 65, 74; Gilliam, "Jordan's Point," 126; *Lexington Gazette*, July 26, 1864; Rockbridge County Deed Book II, p. 407.
20. *Virginia Gazette*, January 21, 1870; *Lexington Gazette*, November 30, 1877; Sanborn maps; Gibson (?) to Ellis letter.
21. Lyle and Gibson et al agreement.
22. *Virginia Gazette*, September 30 and October 7 and 14, 1870; *Staunton Spectator*, October 4, 1870; Pezzoni, *Architecture of Historic Rockbridge*, 161; Gilliam, "Jordan's Point," 127.
23. Boyd, *Virginia State Business Directory*, 353; Rockbridge County tax records and Deed Book NN, p. 242; Leyburn, "Leyburn Family," 41-42; Bodie, *Remarkable Rockbridge*, 206; *Lexington Gazette*, November 30, 1877; *Staunton Spectator*, January 22, 1878; Farnham, "Map of Jordan's Point." A map similar to the Farnham map is described in a January 1, 1863, deed (Rockbridge County Deed Book II, p. 407) and a December 4, 1862, sale notice in the *Lexington Gazette* which references "a plan which has been prepared and will be duly exhibited."
24. Lexington Presbyterian Church Session Minutes; Pezzoni, "Beechenbrook Chapel Report"; *Lexington Gazette*, October 5, 1910, and June 14, 1927; Gilliam, "Jordan's Point," 129.
25. Crawford and Lyle, *Rockbridge County Artists and Artisans*, 163, 217; *Rockbridge Enterprise*, January 8, 1880; *Lexington Gazette*, June 7, 1878, and October 23, 1884; Gilliam, "Jordan's Point," 133; Rockbridge County Deed Book UU, p. 86.
26. Gibson, *Cabell's Canal*, 301; *Staunton Spectator*, October 8, 1884.
27. Rockbridge County tax records; Pezzoni, *Architecture of Historic Rockbridge*, 163; *American Machinist*, September 27, 1884; *The Virginias* 10 (October 1884), 161; *Manufacturer and Builder* 16 (November 1884), vol. 16, 254; *Lexington Gazette*, March 1, 1905, and December 27, 1911; Jolliffe, *Historical, genealogical, and biographical*, 130-133; Gilliam, "Jordan's Point," 134.
28. Gilliam, "Jordan's Point," 134; Sanborn maps; *Richmond Times*, January 19, 1901; *Lexington Gazette*, November 14, 1900, July 31 and November 27, 1901, December 14, 1904, and April 26, 1905; Rockbridge County Release Book 2, p. 328.
29. Sanborn maps; Letcher, *Only Yesterday in Lexington*, 3-4; Gilliam, "Jordan's Point," 134-135.
30. Hadsel, *Streets of Lexington*, 100-101.
31. *Lexington Gazette*, October 20, 1954, and March 30 and April 13, 1955.

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32. Stroh to Williams letter; Gaylord, "Walking Tour of Jordan's Point Island."

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9. Major Bibliographical References

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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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

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

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Name of repository: Department of Historic Resources, Richmond, VA

Historic Resources Survey Number (if assigned): DHR ID# 117-5027

10. Geographical Data

Acreeage of Property approximately 15 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 37.793320 | Longitude: -79.432100 |
| 2. Latitude: 37.793390 | Longitude: -79.428180 |
| 3. Latitude: 37.792040 | Longitude: -79.427520 |
| 4. Latitude: 37.791060 | Longitude: -79.928820 |
| 5. Latitude: 37.791660 | Longitude: -79.430330 |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The true and correct historic boundary of the historic district is shown on the attached approximately 1:150-scale Sketch Map that accompanies the nomination.

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Boundary Justification (Explain why the boundaries were selected.)

The historic boundary encompasses the known historic resources and setting associated with the historic district's areas and period of significance and that are within the limits of the City of Lexington.

11. Form Prepared By

Name/title: J. Daniel Pezzoni
organization: Landmark Preservation Associates
street & number: 6 Houston St.
city or town: Lexington state: VA zip code: 24450
e-mail: gilespezzoni@rockbridge.net
telephone: (540) 464-5315
date: February 24, 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

All photos common to:
Name of Property: Jordan's Point Historic District
City or Vicinity: Lexington

Jordan's Point Historic District
Name of Property

Lexington, Virginia
County and State

State: Virginia

Photographer: J. Daniel Pezzoni

Date Photographed: August-September 2015 or February 2016

Description of Photograph(s) and number, include description of view indicating direction of camera.

Photo 1 of 9

Date Photographed: August-September 2015

Description of Photograph: Miller's House, view facing west.

Photo 2 of 9

Date Photographed: August-September 2015

Description of Photograph: Beechenbrook Chapel, view facing northwest.

Photo 3 of 9

Date Photographed: August-September 2015

Description of Photograph: General view facing northeast along former course of US Route 11 showing playing fields on left, park area on right, and covered bridge abutment-overlook in center distance.

Photo 4 of 9

Date Photographed: February 2016

Description of Photograph: Left to right: Batteau Shelter, Restrooms (small gray building), Miller's House, and Rotary Pavilion, view facing northwest.

Photo 5 of 9

Date Photographed: August-September 2015

Description of Photograph: North River Canal Gauge Dock with tailrace in foreground, view facing south.

Photo 6 of 9

Date Photographed: February 2016

Description of Photograph: Covered Bridge Abutment with Maury River in foreground, view facing southwest.

Photo 7 of 9

Date Photographed: February 2016

Description of Photograph: Wharf Revetment on north side of tailrace with current US Route 11 bridge in distance, view facing northeast.

Photo 8 of 9

Date Photographed: February 2016

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Description of Photograph: Merchant Mill foundation with tailrace in foreground, view facing southwest.

Photo 9 of 9

Date Photographed: February 2016

Description of Photograph: Beechenbrook Foundry and Machine Works Foundation with Woods Creek in foreground, view facing northeast.

HISTORIC IMAGES

Historic Figure 1. Farnham, H. W. (probably Henry Washington Farnham). "Map of Jordan's Point." 1873.

Historic Figure 2. Painting of Jordan's Point by James H. Waddell. The painting probably dates to the 1861-1864 period but an 1870s date is also possible. Courtesy of the Rockbridge Historical Society, Lexington, Va.

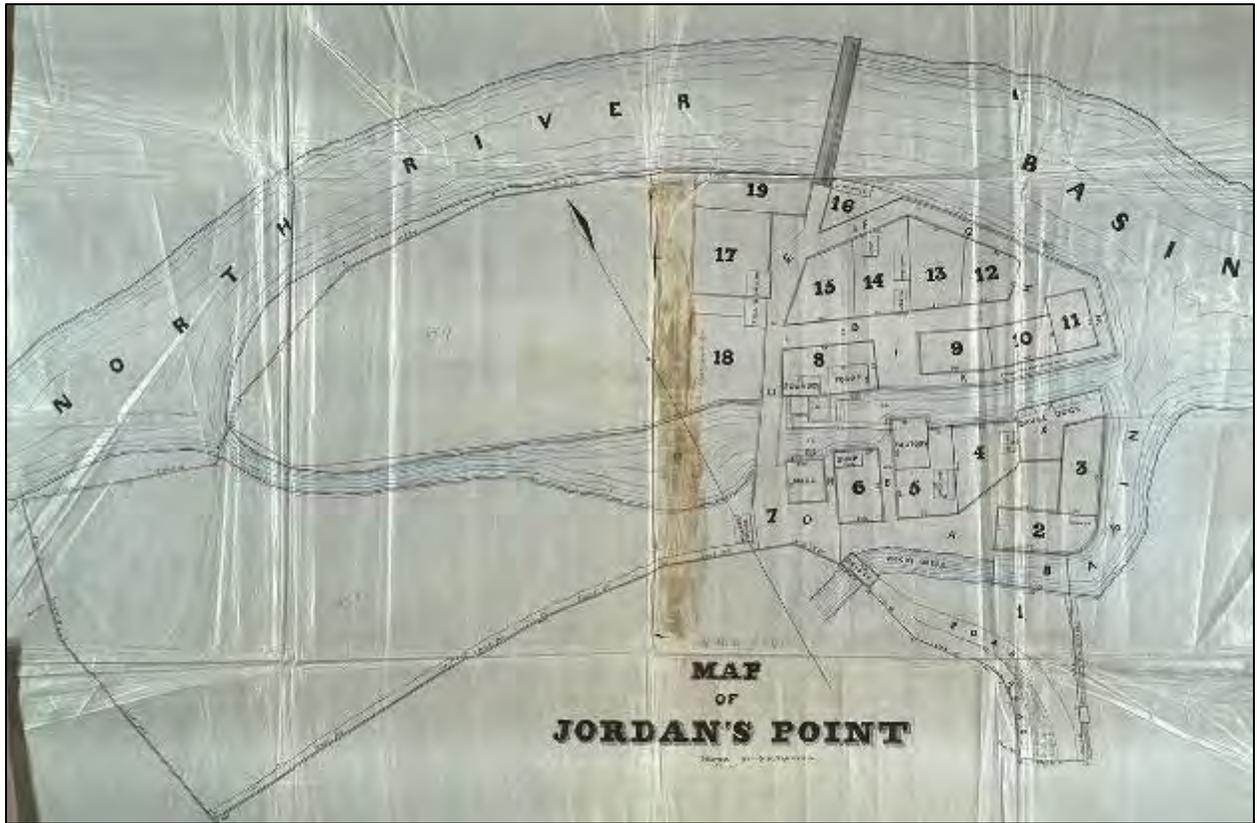
Historic Figure 3. Jordan's Point in the 1880s showing the 1808 Merchant Mill (left), 1815 Cotton Factory (center), and ca. 1883 Beechenbrook Foundry (right). Courtesy of Special Collections, Leyburn Library, Washington and Lee University, Lexington, Va

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Jordan's Point Historic District
Name of Property

Lexington, Virginia
County and State



Historic Figure 1. Farnham, H. W. (probably Henry Washington Farnham). "Map of Jordan's Point." 1873.

Jordan's Point Historic District
Name of Property

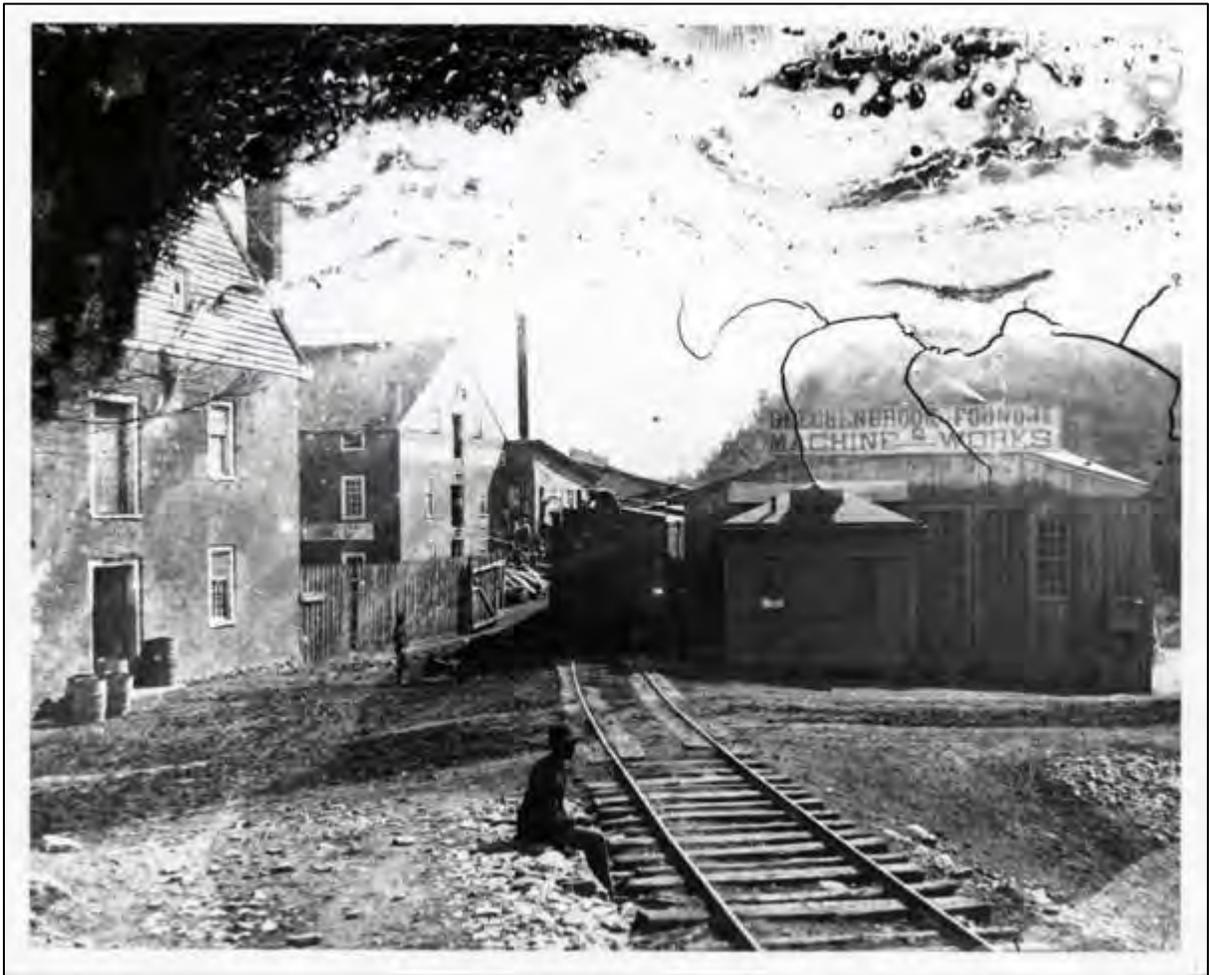
Lexington, Virginia
County and State



Historic Figure 2. Painting of Jordan's Point by James H. Waddell. The painting probably dates to the 1861-1864 period but an 1870s date is also possible. Courtesy of the Rockbridge Historical Society, Lexington, Va.

Jordan's Point Historic District
Name of Property

Lexington, Virginia
County and State



Historic Figure 3. Jordan's Point in the 1880s showing the 1808 Merchant Mill (left), 1815 Cotton Factory (center), and ca. 1883 Beechenbrook Foundry (right). Courtesy of Special Collections, Leyburn Library, Washington and Lee University, Lexington, Va



LOCATION MAP

Jordan's Point Historic District

City of Lexington, VA

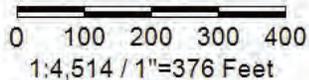
DHR No. 117-5027

Latitude/Longitude Coordinates

- 1. Latitude: 37.793320
Longitude: -79.432100
- 2. Latitude: 37.793390
Longitude: -79.428180
- 3. Latitude: 37.792040
Longitude: -79.427520
- 4. Latitude: 37.791060
Longitude: -79.928820
- 5. Latitude: 37.791660
Longitude: -79.430330



Feet



Title: Jordan's Point Historic District

Date: 4/7/2016

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

SKETCH MAP

Jordan's Point Historic District

Lexington, Virginia

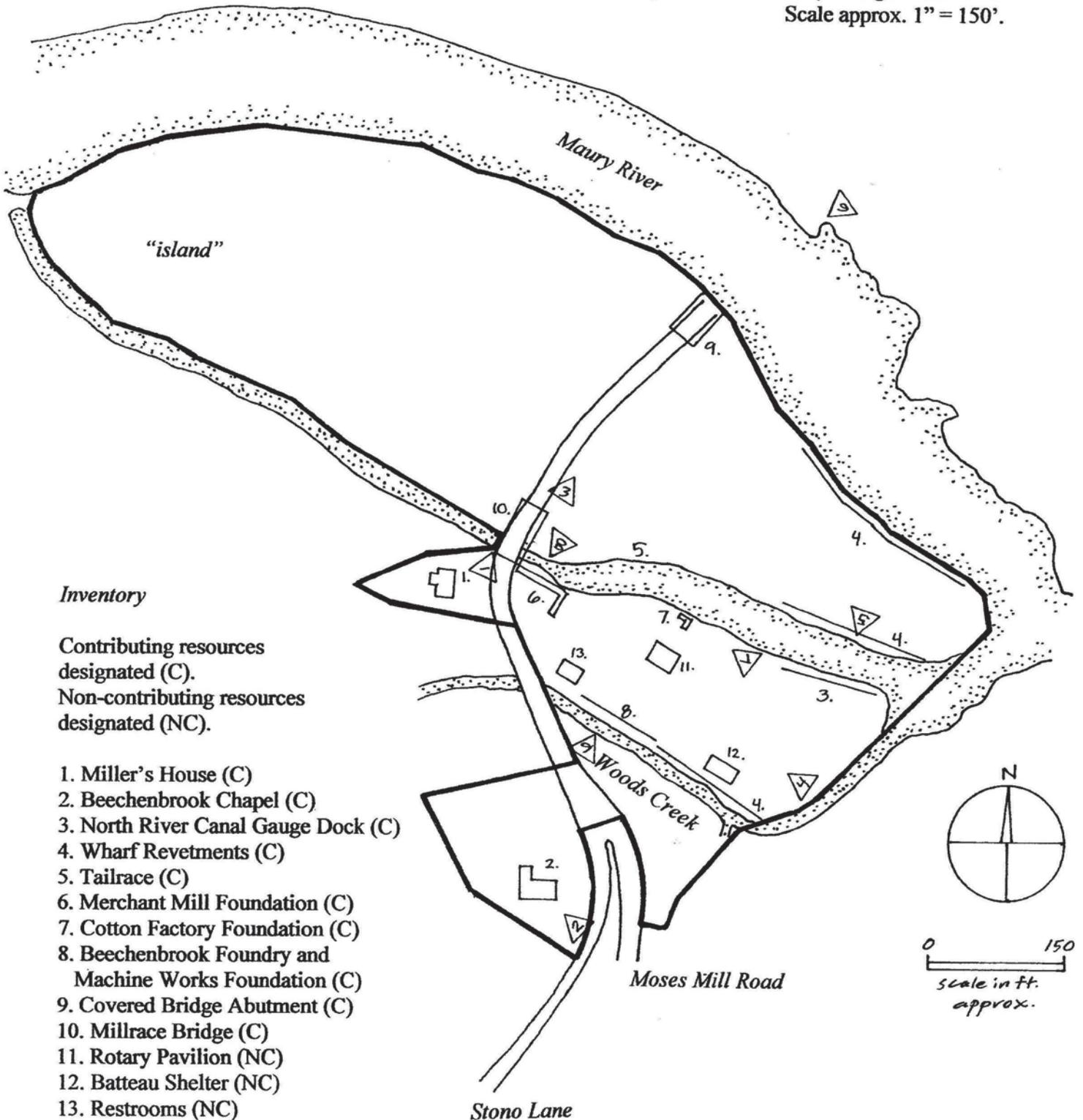
DHR No. 117-527

Drawn from City of Lexington Section Map 11.

Boundary shown as heavy line. Resources keyed to nomination inventory; size and location approximate.

Number and direction of view of nomination photos indicated by triangular markers.

Scale approx. 1" = 150'.



Inventory

Contributing resources designated (C).

Non-contributing resources designated (NC).

1. Miller's House (C)
2. Beechenbrook Chapel (C)
3. North River Canal Gauge Dock (C)
4. Wharf Revetments (C)
5. Tailrace (C)
6. Merchant Mill Foundation (C)
7. Cotton Factory Foundation (C)
8. Beechenbrook Foundry and Machine Works Foundation (C)
9. Covered Bridge Abutment (C)
10. Millrace Bridge (C)
11. Rotary Pavilion (NC)
12. Batteau Shelter (NC)
13. Restrooms (NC)