

VLR 3/17/14
NRHP 6/2/14

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

UDC Commemorative Highway Markers along the Jefferson Davis Highway in Virginia

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

The Commemorative Markers Placed by the United Daughters of the Confederacy on the Jefferson Davis Highway in Virginia, 1913 - 1947

C. Form Prepared by

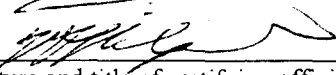
name/title Ruth D. Snead and Department of Historic Resources Staff

street & number 1318 Devers Road telephone 804 285-3690

city or town Richmond state VA zip code 23226

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)


Signature and title of certifying official

4/22/09
Date

Virginia Department of Historic Resources
State or Federal Agency or Tribal government

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

Date of Action

VLR Accepted: 3/17/2004
NRHP Accepted: 6/2/2004

United States Department of the Interior
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Table of Contents for Written Narrative

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

- E. Statement of Historic Contexts (If more than one historic context is documented, present them in sequential order.) Pages 1-3
- F. Associated Property Types (Provide description, significance, and registration requirements.) Pages 4
- G. Geographical Data Page
- H. Summary of Identification and Evaluation Methods (Discuss the methods used in developing the multiple property listing.) Page
- I. Major Bibliographical References (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.) Page

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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E. Statement of Historic Contexts

The Commemorative Markers Placed by the United Daughters of the Confederacy on the Jefferson Davis Highway in Virginia, 1913 - 1947

Summary Paragraph

The Commemorative Markers Placed by the United Daughters of the Confederacy on the Jefferson Davis Highway in Virginia, 1913-1947 Multiple Property Documentation includes 16 commemorative stone markers erected by chapters of the United Daughters of the Confederacy (UDC) along what are now U.S. routes 1/301 and 58 from Northern Virginia to the North Carolina border. This effort was mounted in 1913 in response to the establishment of the Lincoln Highway as the first coast-to-coast highway and was one of the 250 or so named highways established and promoted in the country between 1913 and 1925. The Davis Highway, however, was a memorial rather than a commercial venture and was promoted by UDC organizations across the South long after the country's named highways were absorbed into the numbered highway system.

Criteria Statement

The MPD is eligible for listing in the National Register of Historic Places under Criterion A because the Jefferson Davis Highway is one of the approximately 250 named highways established during the first period of the country's development of better and more direct routes of transportation either across the continent or to and from specific points of interest.

As commemorative markers, the property types meet **Criteria Consideration F**, properties primarily commemorative in intent, whose symbolic value has invested them with their own historical significance.

The MPD has statewide significance in the area of transportation because of its association with early highway development and promotion. The MPD also has statewide significance in the area of social history because of the effort undertaken by women of the United Daughters of the Confederacy to memorialize Jefferson Davis through the highway's markers and educational material.

Period of Significance: 1913- 1947

The period of significance for this MPD is from 1913 to 1947 to include the date (1913) that the highway was first conceived through the program's most active years in the 1920s and 1930s, when most of the Virginia markers were erected, until 1947 when the terminal marker for the Jefferson Davis Highway was placed just outside Washington, D.C.

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E. Statement of Historic Contexts

In 1913 Mrs. Alexander B. White of Tennessee, President-General of the United Daughters of the Confederacy (UDC), introduced the idea for a coast-to-coast Jefferson Davis Memorial Highway. At the UDC convention meeting in New Orleans in November of that year, Mrs. White made the recommendation “that the United Daughters of the Confederacy secure for an ocean to ocean highway from Washington to San Diego, through the Southern States, the name of Jefferson Davis National Highway; the same to be beautified and historic places on it suitably and permanently marked.” The recommendation was adopted unanimously and in the following years, the UDC sought support from the southern states for the designation of state routes as part of the highway and worked to place plantings, markers and memorials along those roadways. The UDC-proposed southern route of a cross-country highway was to be named after the first and only President of the Confederate States of America and would build on work already begun in Kentucky for a state Jefferson Davis Highway.

Mrs. White’s idea, no doubt, was inspired by the establishment earlier that year of the Lincoln Highway, the brainchild of Carl Fisher, builder of the Indianapolis Motor Speedway. Fisher envisioned a “Coast-to-Coast Rock Highway” running from New York City to California to be completed by 1915 to provide a convenient route of travel to the Panama-Pacific Exposition in San Francisco. The Lincoln Highway Association was established in 1913 to improve and promote the highway. The Lincoln Highway Association and the UDC were only two of the many private organizations that worked between 1913 and 1925 to establish a named highway, mark and map its route, and then promote its use and improvement. In the case of the Lincoln Highway, for example, costs for improving and advertising the route were to be shared by localities through which the road passed in return for promotion of them as sites along the country’s first transcontinental highway.

Prior to 1913, few good roads existed in the country. Improved roads were found around cities and towns, but most roads elsewhere were unpaved, thereby providing a reason for Carl Fisher’s insistence on a “rock,” or graveled, highway. In addition, most roads did not link up with one another into any recognizable highway system. Fisher sought support from Henry Ford and other auto manufacturers to fund the highway. Ford refused, citing the need for the public – not private industry – to fund roads. However, Frank Seiberling, president of Goodyear, and Henry Joy, president of the Packard Motor Car Company, did pledge funds to Fisher’s highway.

It was Henry Joy’s idea to name the highway after Abraham Lincoln for patriotic reasons. On July 1, 1913, the name became official and the Lincoln Highway Association was established with Joy as president and Carl Fisher as vice-president. Fisher was responsible for determining the route the highway would follow. The highway started in New York City and passed through New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California, a distance of 3,389 miles. It started in Times Square in New York City and ended in Lincoln Park in San Francisco. The route was fairly straight and did not deviate simply to pass through cities or national parks. The route was marked with signs and was promoted with maps and brochures.

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E. Statement of Historic Contexts, continued

Hundreds of named highways were mapped out and promoted in the United States between 1913 and 1925. These highways included, among others, the Yellowstone Trail running from Boston to Seattle with a spur to Yellowstone National Park; the Appalachian Scenic Highway that ran from Quebec to New Orleans and Miami; the Atlantic Coastal Highway that ran from Maine to Miami, and the Dixie Highway that ran from Chicago/Sault Ste Marie to Miami. Trails were marked with signs on telephone poles or other structures and the sponsoring organizations promoted the use of their routes with maps and descriptive information. Communities along the routes contributed funds to support the promotion of the highway, expecting travelers to visit and spend money as they drove through.

In this regard the Jefferson Davis Highway was somewhat different. The UDC's goal in establishing the highway was not business or tourism related. As a benevolent and memorial organization, the UDC had no funds for highway improvement and had little chance of effecting appropriations for highway work. Their goal, instead, was largely honorific and educational. The plan envisioned the UDC obtaining permission from Southern states' highway commissions and legislatures to establish as the Jefferson Davis Highway a collection of existing roads that could be linked to provide a cross-country route of travel. The UDC organizations in the various states through which the Highway ran would then beautify the route in their states and would mark it with appropriate road markers and memorial markers. Each UDC Division had a Jefferson Davis Highway project director and donations were sought for their highway related projects.

The UDC's membership was also different from the membership of the other named highway organizations. The UDC, in its promotional literature and in its efforts to secure assistance or acknowledgement from the state governments through which the highway passed, described itself as an organization of 100,000 women. Generally, women actively worked for improved roads because they saw good roads as critical to better access to schools and greater educational reform. Good roads were also seen as a means to free women from isolation and the dirt and difficulty of travel. Women's organizations, while interested in good roads, were, however, normally excluded from direct membership in the auto clubs promoting other named highways. Gender-segregated women's auto clubs did exist in larger markets, such as in California, Chicago and Philadelphia. Under the National Dixie Highway Auxiliary, the Dixie Highway Association supported women's auxiliary clubs in every state. The first, established in 1916, was in Macon, Georgia. Perhaps in part because women were routinely excluded from membership in the highway organizations, the UDC describes its work with the Jefferson Davis Highway as the greatest work of that time undertaken by a women's organization.

Like the other organizations promoting the use of a particular route across the country, the UDC printed a map of the Jefferson Davis Highway and a booklet describing the route and the historic places through which it passed. These materials were widely distributed to groups such as schools and army posts as part of the organization's educational efforts. A map showing the complete proposed route was printed in 1920. The map provided notes about the history

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E. Statement of Historic Contexts, continued

of the areas the highway traversed, contained pictures of historic places and people along the route, and described the condition of the roads. It named the towns in each state along the route of the highway and provided information helpful to motorists and of interest to travelers. Also in 1920, a design for a milepost marker was adopted. The milepost marker was three horizontal stripes of red, white and red six inches wide with four-inch black letters "J.D.H."

Attaching Davis's name to a coast-to-coast highway may have been largely influenced by the existence of the Lincoln Highway. Having the Civil War-era president of the United States recognized with a highway may have inspired the UDC to propose similar recognition for the president of the Confederate states. However, from a historical point it made some sense to attach Jefferson Davis's name to a western travel route. As Secretary of War to President Franklin Pierce, Davis directed army engineers and other surveyors to investigate practicable railroad routes from the Mississippi River to the Pacific Ocean. Likewise, Davis's direction of surveys for wagon roads and railroads to the North Pacific Coast can be seen as justification for the UDC's decision to extend the Highway to the Canadian border in the state of Washington.

The Jefferson Davis Highway extends coast to coast, a transcontinental trail of 3,417 miles. The route runs from Washington, D.C. to San Diego, CA and continues north up the pacific coast to the Canadian border. There are two secondary routes: one was added from Fairview, Kentucky (Davis's birthplace) to Beauvoir, Mississippi, where Davis spent his declining years. The other offshoot is through Irwinsville, Georgia, following the route in 1865 that ended in Davis becoming a prisoner.

The highway's name became official in six states by 1923. Texas was the first state to mark the route of the highway with the official marker. South Carolina's route was the first to be completely built. In many parts of the South, UDC chapters planted trees, shrubs and flowers to beautify the memorial route or a marker site. North Carolina planted red and white crape myrtle trees along the Highway and Georgia planted crape myrtle and dogwood trees on its portion of the route. Alabama also planted trees, shrubs and flowers. Like Virginia, other states erected permanent markers on the route to call attention to the highway and the historic spots along it. North Carolina was the first state to erect permanent markers. Memorial parks were established in several states including Georgia, Alabama and Kentucky. Boundaries between states were identified with markers. A bridge bearing the name Jefferson Davis Monument Bridge marks the boundary between South Carolina and Georgia. By 1929 the name Jefferson Davis Highway was being used in all the states through which the road ran with the exception of California, which did not designate names for memorial highways.

The route selected for the Jefferson Davis Highway in Virginia extends 235 miles from the Potomac River Bridge at Arlington, south through Fredericksburg to Petersburg and then southwest to the North Carolina line. The highway generally follows what is now U.S. Route 1/301 from Arlington, in Northern Virginia, south to South Hill, near the state's southern boundary. At South Hill the Highway follows U.S. Route 58 west to Boydton, then a few miles

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E. Statement of Historic Contexts, continued

further west to Clarksville to the intersection of Route 58 with U.S. Route 15, then it follows Route 15 south into North Carolina.

The General Assembly of Virginia designated U.S. Route 1 as the Jefferson Davis Memorial Highway in 1922. The Virginia portion of the Highway was marked as far as Fredericksburg, Virginia by July of 1927.

Sixteen stone markers were erected along the Virginia section of the Highway. The UDC developed an official design for their commemorative markers, but few placed along the Virginia sections of the Highway meet the official standard. The official route marker was described as three feet high, one foot eight inches wide and one foot thick. A sloping top was to carry a bronze plate with the name of the highway, the initials U.D.C., and the year of the marker's erection. Most of the markers in Virginia are gray granite and about four feet in height and are engraved "Jefferson Davis Memorial Highway." State boundaries were also marked along the Highway. The State boundary markers are four feet high, two feet four inches wide, and one foot eight inches thick. The top has a double bevel and the name of the two states is on the bronze plate each facing its own State, with the name of the highway and date. The large boulder-style marker on the Virginia-North Carolina state line has on one side "Jefferson Davis Highway, Virginia" and on the other side "Jefferson Davis Highway, North Carolina." The boundary stone is not counted as one of Virginia's 16 commemorative markers.

The earliest of the Virginia markers was erected in 1927 in the town of Ashland in Hanover County and in North Richmond on Brook Road. The last one placed, in 1947, is the Arlington County marker located at the southern end of 14th Street Bridge that crosses the Potomac River from Washington, DC into Virginia. It forms the eastern terminus of the Highway. The Highway is marked with two other terminal markers. The others are at Fairview, KY, Davis's birthplace, on one of the Highway's auxiliary routes, and at the western terminus in Horton Plaza in San Diego, CA.

The locations for the markers along the Jefferson Davis Highway in Virginia were usually selected for their Civil War significance, such as a river crossing used by the armies, the location of defensive works or an army camp site, proximity to battle sites, etc. Individual chapters of the United Daughters of the Confederacy or individual districts of the Virginia Division of the UDC donated funds to purchase and erect the markers, then dedicated and maintained them.

By 1925 over 250 named trails had been designated by private organizations. Because this method created confusion for motorists trying to find the best way to cross the country, State and Federal highway officials proposed the U.S. numbered highway system in 1925 to replace the trail names for the nation's main interstate highways. Under the plan the named transcontinental routes and major trails were to be carried by several numbered highways and the names of the routes and the organizations backing them were to be eliminated. The UDC, like other organizations promoting a named highway, expressed opposition to the obliteration of the named highways because the proposed uniform road

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E. Statement of Historic Contexts, continued

markers did not have the importance and did not create the interest that the UDC's memorial markers did. Many trail support groups, including the United Daughters of the Confederacy, often with Congressional help, sought to preserve their trails by securing a single U.S. highway number for it. Congressman Earl B. Mayfield of Texas supported designation of the Jefferson Davis Memorial Highway as a national highway, pointing out that the highway was open all year and that it "touches every Southern capitol but four." In letters of support to the chief of the U.S. Bureau of Public Roads, Mayfield noted that the UDC had one hundred thousand members and that the Highway also had the support of the General Federation of Women's Clubs with two million members.

Highway officials with the Bureau of Public Roads and the Joint Board on Interstate Highways, the Federal-State board creating the highway-numbering plan, however, argued that the Federal government had never officially recognized any of the named highways. They pointed out that, in many cases, there were several routes with the same names and that, in places, the named highways overlapped one another and created confusion for travelers.

Despite the objections of the proponents of named highways, the current numbered U.S. highway system was approved in November of 1926 without including map references to any of the named highways. The old named routes were divided among several numbered highways and the names faded from use. When the American Association of State Highway Officials adopted the U.S. highway-numbering plan, for example, the Lincoln Highway was broken up into U.S. 1, U.S. 30, U.S. 530, U.S. 40 and U.S. 50; the Jefferson Davis Highway was carried by U.S. 1, U.S. 15, U.S. 29, U.S. 80, and U.S. 90.

Despite the loss of the official Jefferson Davis designation, the UDC continued to compile and distribute maps and road books for its memorial highway. At the Biloxi, Mississippi UDC convention in 1929, a new map was displayed. It was compiled by Charlotte O. (Mrs. John L) Woodbury, Chairman of the Jefferson Davis National Highway Committee from 1923 until 1950, and was printed and placed in a 44-page booklet about the Jefferson Davis Highway. The booklet described the entire route of the highway and gave notes about the history of places and persons along the route. It also described the physical condition of the highway, named the towns it passed through, included the mileage between them and provided information useful to driver and tourist. Editions in 1931 and 1938 continued to carry information about Jefferson Davis and the sites along the highways and for many years, the maps were prepared and sold as educational materials.

A terminal marker in Washington, D.C. was a UDC objective for many years. Mrs. Benjamin Grady, Director for the UDC in the District of Columbia worked tirelessly to accomplish it. The UDC pursued this goal with each new session of Congress, but a bill to establish a marker, though passed in the Senate, was consistently blocked in the U.S. House of Representatives. It was Senator Alben W. Barkley of Kentucky who, after introducing the bill for a second time, finally suggested that the terminal marker be placed in Virginia south of the Potomac River. The Jefferson Davis Highway terminal marker in Arlington was unveiled on June 3, 1947, the 139th anniversary of the birth of Jefferson

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E. Statement of Historic Contexts, continued

Davis. Virginia state senator Andrew Clark, and Senator Barkley, participated in the unveiling ceremony that was only one event in a three-day celebration by the Virginia Division of the UDC. While praising Davis, Barkley also praised the “united Nation” and noted, “I’m proud to feel that our Nation today, from every section, has given of our blood, toil and resources so that the rest of the world can know democracy and freedom.”

Although the name of the Highway has faded from the road maps, some parts of the Jefferson Davis Highway still carry the name. Much of U.S. 1 in Southside Richmond, for example, is named “Jefferson Davis Highway.” The portion of the old Jefferson Davis Highway in Alabama from Selma to Montgomery is probably its best known segment. That part of Highway 80 was the route followed by the Reverend Martin Luther King, Jr.’s 1965 Voting Rights March. Now designated as a National Historic Trail it is viewed as a symbol of freedom. In Virginia the markers erected by the UDC along the roadway still bear witness to the named highways chapter in America’s transportation history and the UDC’s particular efforts to create a lasting memorial to the President of the Confederacy.

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F. Associated Property Types

Property types associated with this Multiple Property Documentation are the stone markers erected by chapters of the United Daughters of the Confederacy (UDC) between 1913 and 1947 along the roadways (Routes 1/301, 58 and 15) making up the old Jefferson Davis Highway in Virginia.

The markers are significant under Criterion A because they are associated with the development, marking and educational promotion of the Jefferson Davis Highway in Virginia during the period when named highways in the United States were being established and promoted and because the establishment and marking of a cross-country highway represents a major achievement for a benevolent and memorial women's organization.

As commemorative markers, the property types meet **Criteria Consideration F**, properties primarily commemorative in intent, whose symbolic value has invested them with their own historical significance.

The sixteen markers placed on the portion of the Jefferson Davis Memorial Highway running through Virginia are not identical. Although the United Daughters of the Confederacy referred to an "official" marker, modeled on those erected in North Carolina, most of the markers in Virginia do not match its description. The official marker was described as being three feet high, one foot eight inches wide, and one foot thick. It had a sloped top carrying a bronze plate engraved with the name of the highway, the initials "U.D.C." and the date the marker was erected.

Most of the Virginia markers are about four feet tall, although several are 52 or 56 inches in height and several are shorter than four feet. Most are of gray granite. Most sit on a base, either of granite or concrete; others do not have a base. One of the Virginia markers, in Dinwiddie County, is a natural red granite boulder from the nearby Appomattox River.

Most of the Virginia markers originally carried bronze plaques inscribed "Jefferson Davis Highway" or "Jefferson Davis Highway Virginia." Several of the plaques have been stolen over the years. On those markers, the inscription formerly engraved on the bronze plaque has been engraved in the stone on the marker where the plaque was attached. All of the markers carry either an engraved text or a bronze plaque on the flat front face identifying the organization that erected the marker and the year it was placed.

The earliest of these UDC highway markers in Virginia was erected in 1927 in the town of Ashland in Hanover County and in North Richmond on Brook Road (Route 301). The last erected, in 1947, is the Arlington terminal marker located at the southern end of the 14th Street Bridge that crosses the Potomac River from Washington, DC into Virginia. The locations for the markers in Virginia were sometimes selected for their Civil War significance, such as a river crossing used by the armies, the location of defensive works or an army campsite, or proximity to battle sites, for instance. Between 1927 and 1937, fourteen markers were erected along the Virginia portion of the highway. Three each were erected in 1929 and 1933; two each were erected in 1927, 1936 and 1931; and one each in 1935 and

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F. Associated Property Types

A report prepared in 1998 by Jan Hobbs, General Chairman of the Texas Division of the U.D.C., *Jefferson Davis Highway Markers, Vol. II*, contains photographs of 16 Virginia markers with information on their location, the reason for their placement (when pertinent) and a description of each and its inscription.

Eligible markers are those actually placed along the Virginia portion of the Jefferson Davis highway during the period of significance by a Virginia UDC chapter that retain their integrity. The loss of bronze plaques and minor relocations required for traffic safety or to accommodate a rerouting of the roadway are not considered as losses of integrity. There are 16 Virginia markers placed along the highway in the period of significance from 1913 to 1947. The marker delineating the Virginia/North Carolina state boundary line is not considered one of these memorial markers and so is not counted in this inventory.

Marker Inventory - The sixteen markers erected in Virginia are described in geographical order, starting in Northern Virginia and moving south toward the North Carolina border.

Arlington Terminal Marker (Eastern Terminal Highway Marker) 127-6150-0006

Location: At the end of 14th Street Bridge near the Potomac River in Arlington County (relocated ca. 1964 for traffic purposes)

Description: Gray granite, 4' tall, 8' wide, 4' thick

Inscription: Jefferson Davis Highway Terminal Marker Erected by the United Daughters of the Confederacy 1946- carved on face of marker

Date: Unveiled and dedicated June 3, 1947

Fourth District Marker (Woodbridge Marker) 127-6150-0004

Location: South of Occoquan River Bridge on west side of Route 1 north of Route 123 in Prince William County

Description: Gray granite, 48" tall, 30" wide and 22" thick with bronze plaque on top, set on 2" granite base

Inscription: Jefferson Davis Highway Virginia Erected by the Fourth District Virginia Division United Daughters of the Confederacy 1933 - carved on face of marker

Date: 1933

North Anna River Bridge Marker 127-6150-0013

Location: West side of Route 1, about 100' south of North Anna River Bridge in Hanover County

Description: Gray granite, 4' tall, 29" wide and 19" thick on 9" granite base

Inscription: Jefferson Davis Highway Virginia – carved on face of marker, original plaque missing

Date: Erected and dedicated on June 3, 1929

Significance of location: Gen. R. E. Lee crossed the river here in 1864 and checked Gen. Grant's advance

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F. Associated Property Types

Little River Marker **127-6150-0007**

Location: U.S. Route 1, about five miles north of Ashland at pull-off

Inscription: Jefferson Davis Highway Virginia carved on sloped top, original plaque missing; Erected by the Second District Virginia Division United Daughters of the Confederacy 1936 - carved on front face of marker

Description: Gray granite, 49" tall, 29" wide and 21" thick, set on a 9" granite base

Date: 1936

Significance of location: Gen. R.E. Lee's left wing rested near here in 1864 while his army faced Gen. Grant on the north side of North Anna River

Ashland Marker **127-6150-0014**

Location: West side of U.S. Route 1, at the intersection with State Route 623 near Ashland

Inscription: Jefferson Davis Highway Virginia on bronze plaque on top of marker; Erected by Lee Chapter United Daughters of the Confederacy in honor of their Confederate Ancestors September 1927 - on bronze plaque on front face

Description: Gray granite, 33" tall, 25" wide, 16" thick on 10" granite base

Date: 1927

Significance: Ashland was raided by Union forces in 1863 and 1864

Brook Road Marker **127-6150-0008**

Location: On Brook Road, south of Hilliard Road in Henrico County just outside northern city limit of Richmond

Inscription: Jefferson Davis Highway Virginia - on bronze plaque on top of stone; Erected June 3, 1927 by Richmond-Lee-Stonewall Jackson-Elliott Grays-Chesterfield Chapters United Daughters of the Confederacy - on bronze plaque on front face of stone

Description: Gray granite, 42" tall, 32" wide 21" thick on 4" granite base, with bronze plaques attached to top and front face

Date June 3, 1927

Significance of location: Outer defenses north of Richmond were in this vicinity

Jefferson Davis Highway Marker (Maury Street Highway Marker) **127-6150-0005**

Location: On Route 1 at intersection with Maury Street in Richmond near 400 S. Jefferson Davis Highway

Inscription: Jefferson Davis Highway Erected by Elliott Grays Chapter United Daughters of the Confederacy 1935 - carved on front face

Description: Gray granite, 45" tall, 25" wide, 9" thick

Date: 1935

Significance of location: Inner defenses of Richmond were in this vicinity

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F. Associated Property Types

Jefferson Davis Highway Marker (Elliot Gray Highway Marker) 127-6150-0002

Location: On east side of U.S. Route 1 at intersection with Harwood Street in small triangular traffic island on Richmond's south side, opposite Model Tobacco Company

Inscription: Jefferson Davis Highway This tree marks the site of Battery 17 of the inner defense of Richmond 1862-65 and is planted in soil taken from battlefields. A Memorial to Confederate Soldiers by the Elliott Grays Chapter UDC 1929 – carved on front face (the tree died many years ago)

Description: Gray granite, 47” tall, 25” wide and 12” thick on 8” concrete base, with carved Southern Cross of Honor above inscription, making this marker unique among the Virginia markers

Date: 1929

First District Marker (Falling Creek Marker) 127-6150-0003

Location: At Falling Creek Wayside between northbound and southbound lanes of Route 1 south of Richmond

Inscription: Jefferson Davis Highway Virginia on bronze plaque on top sloped face of stone; Erected by the First District, Virginia Division, United Daughters of the Confederacy 1933 carved on front face of marker

Description: Gray granite, 49” tall, 30” wide and 20” thick with bronze plaque on top, on 8” granite base

Date: 1933

Fifth District Marker (Proctor Creek Marker) 127-6150-0009

Location: On west side of U.S. Route 1 at intersection of Proctor's Creek and Kingsland Road in Chesterfield County

Inscription: Jefferson Davis Highway Virginia - on bronze plaque on sloped face at top of marker; Erected by the Fifth District Virginia Division United Daughters of the Confederacy 1931 - on front face of marker

Description: Gray granite, 52” tall, 28” wide, 20” thick, on 11” granite base

Date: 1931

Significance of location: Site of Proctor's Creek Fight

Ninth of June Marker 127-6150-0015

Location: On west side of Route 1/Boulevard across from Lafayette Avenue in Colonial Heights

Inscription: Jefferson Davis Highway Ninth of June Chapter Children of the Confederacy 1937 - on bronze plaque on sloped face

Description: Gray granite, 36” tall, 24” wide, 12” thick set on 12” granite base

Date: 1937

Significance: June 9, 1864 marked first Union attempt to take Petersburg and began the siege of Petersburg

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F. Associated Property Types

Petersburg Marker 127-6150-0016

Location: On east side of U.S. Route 1 near intersection with Route 460 in Dinwiddie County

Inscription: Jefferson Davis Highway Erected by Petersburg Chapter U.D.C. 1936 – carved on face

Description: Natural red granite boulder, 30” tall, 24” wide, 24” thick set on 7” concrete base

Date: 1936

Significance of location: General A. P. Hill was killed near here in 1865

Sixth District Marker 127-6150-0001

Location: On South side of U.S. Route 1 at intersection with State Route 712, three miles from McKenney in Brunswick County

Inscription: Jefferson Davis Highway Virginia – on bronze plaque on sloped face of stone; Erected by the Sixth District Virginia Division United Daughters of the Confederacy 1931 – carved on flat front face of marker

Responsible party: Lunenburg Chapter

Description: Light gray granite, 54” tall, 32” wide, 21” thick with bronze plaque, on 10” granite base

Date: 1931

Third District Marker (South Hill Marker) 127-6150-0010

Location: On U.S. Route 1 in triangle at intersection with U.S. Route 58 about six miles southwest of South Hill

Inscription: Jefferson Davis Highway Virginia - on bronze plaque on sloped face at top of marker; Erected by the Third District Virginia Division United Daughters of the Confederacy 1933 - carved on flat front face

Description: Gray granite, 48” tall 29” wide 20” thick, on 14” granite base,

Date: 1933

Boydton Marker 127-6150-0011

Location: On south side of U.S. Route 58 about one mile west of the Town of Boydton

Inscription: Jefferson Davis Highway Virginia - on bronze plaque on sloped top of stone; Erected by Boydton Chapter, U.D.C. June 3, 1929 - on smaller bronze plaque first plaque

Description: Gray granite 43” tall, 29” wide 19” thick; marker relocated when road was widened

Date: 1929

Clarksville Marker 127-6150-0012

Location: In triangle in middle of intersection of U.S. Route 58 and U.S. Route 15 where the Jefferson Davis Highway turns south on Rt. 15, three miles north of Virginia/North Carolina state line

Inscription: Jefferson Davis Highway Virginia - on bronze plaque on sloped face of marker

Description: Gray granite, 37” 29” wide 21” thick, on flat concrete base

Date: Dedicated June 3, 1929

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G. Geographical Data

The MPD inventory for the sixteen commemorative markers placed by the United Daughters of the Confederacy to mark the Jefferson Davis Highway in Virginia is based upon an inventory of those markers made by the UDC in 1998, *Jefferson Davis Highway Markers, Vol. II*. All are located on U.S. Route 1/301 except for the two markers near the towns of Boydton and Clarksville. The marker near Boydton is on U.S. Route 58 and the marker near Clarksville is at the intersection of Route 58 with U.S. Route 15 where the Jefferson Davis Highway turned south to follow Route 15 into North Carolina.

The markers are located in or near the following jurisdictions, listed here geographically, from north to south, following U.S. Route 1 which largely carries the Highway through Virginia: Arlington County, Prince William County, Hanover County (3 markers, one of those is within the Town of Ashland), Henrico County, City of Richmond (2 markers), Chesterfield County (2 markers), City of Colonial Heights, Dinwiddie County, Brunswick County, and Mecklenburg County (3 markers; one each near South Hill, Boydton and Clarksville).

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H. Summary of Identification and Evaluation Methods

The multiple property listing for the Commemorative Markers along the Jefferson Davis Highway in Virginia used as inventory data the survey, *Jefferson Davis Highway Markers 1998*, conducted by Jan Hobbs, Recording Secretary for the Texas Division, United Daughters of the Confederacy. The Virginia markers are described and pictured in Volume II of that publication. The survey identified the locations of 16 markers known to have been erected on the Jefferson Davis Highway in Virginia.

The Jefferson Davis highway was delineated during the period (1913 – 1925) in American’s transportation history when “named highways” or “memorial highways” were established to entice travelers to use a particular route to get from one point to another. The earliest of these was the Lincoln Highway established in 1913. The Jefferson Davis Highway, envisioned in 1913 by the United Daughters of the Confederacy, clearly sought to attach the Confederacy’s president’s name to a cross-country highway in the south comparable to the Lincoln Highway in the north. Yet, the Jefferson Davis Highway had as a further objective the component of making it a memorial highway, designated in the states it passed through with markers placed by individual UDC chapters at sites with Civil War history or significance. Because the Jefferson Davis Highway was as much of a memorial and educational project as a way to take travelers through the south on their way to the west coast, markers were erected on it and promotional literature was circulated about it after the “boom” period of named highways. The final marker to be placed on the highway in Virginia was in 1947 with the placement of the marker at the highway’s eastern terminus. The period of significance has, therefore, been determined to be 1913 and 1947. All of the markers in Virginia were erected and dedicated within this period.

The significant property types eligible under this MPD are the 16 stone memorial markers that were erected in Virginia between 1927 and 1947. The determinations about significant property types were based on function, style, time period and historical period. The markers functioned as commemorative markers and memorial “signposts” of sorts along the Jefferson Davis Highway. They are all of a similar style – natural stone – and most carry similar engravings: name of highway, date of erection, and name of chapter responsible for the marker – either on a bronze plaque or carved directly on the stone. All are associated with the historical period (1913 – 1947) during which the UDC conceived the memorial highway idea, raised funds for, carried out and completed its work on the Virginia section of the Jefferson Davis Highway and finally succeeded in erecting a marker to designate the eastern terminus of the highway close to the Nation’s capital.

Integrity

Markers under this MPD that are eligible for listing in the National Register of Historic Places are those that retain integrity of location, design, setting, materials, workmanship, feeling and association.

Location: Eligible markers are those that are in their original locations or that have been moved only slightly. Minor

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H. Summary of Identification and Evaluation Methods

relocations made for highway improvement or safety are not considered to be a loss of integrity if the marker still stands alongside the highway upon which it was originally placed.

Setting: Eligible markers are those that retain integrity of setting and retain their historic relationship with the highway. Changes to the surroundings of the marker will not be considered a loss of integrity of setting, if the marker has not been housed within a structure, if it has not been overwhelmed with surrounding new construction or signage, if it can still be viewed from the highway, and if it still retains its relationship to the highway.

Design: Eligible markers are those that retain integrity of design, that have not been altered since their erection and that retain their original height, shape and dimensions. Loss of bronze plaques through theft will not be considered a loss of design integrity, if the information formerly on the plaque has been carved on the marker itself.

Materials: Eligible markers are those that retain integrity of materials with little loss of the stone material from which the markers are made. The loss of bronze plaques on some of the markers, usually due to theft, while a loss of original materials, is not considered a loss of integrity where the information formerly on the plaque has been engraved on the marker, usually in the place the plaque occupied.

Workmanship: Eligible markers are those that retain integrity of workmanship and that, despite the loss of bronze plaques on some and their replacement with carved wording, remain essentially as they were constructed during the 1920s, 1930s, and 1940s.

Feeling: Eligible markers are those that retain integrity of feeling. When erected in the 1920s and 1930s, the markers delineated the route of a highway as a memorial to Jefferson Davis. Although no longer important as a delineation for a particular route across the southern U.S., eligible markers are those that still convey the feeling of an earlier time when highway travel was slower and when named highways were popular routes of travel from one place to another.

Association: Eligible markers are those that retain integrity of association and that still reveal their origins as memorials to the past and as one of a series of markers delineating a once popular route of travel.

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