

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.

1. Name of Property

Historic name: Saluda Historic District

Other names/site number: DHR # 059-5124

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: Gloucester Road, General Puller Highway, Oakes Landing Road

City or town: Saluda State: VA County: Middlesex

Not For Publication: Vicinity:

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 X C D

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Signature of certifying official/Title:	Date
<u>Virginia Department of Historic Resources</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.	
<hr/>	
Signature of commenting official:	Date
<hr/>	
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>93</u>	<u>47</u>	buildings
<u>6</u>	<u>0</u>	sites
<u>1</u>	<u>9</u>	structures
<u>2</u>	<u>1</u>	objects
<u>102</u>	<u>57</u>	Total

Number of contributing resources previously listed in the National Register 6

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- DOMESTIC/single dwelling
- DOMESTIC/secondary structure
- DOMESTIC/hotel
- COMMERCE/TRADE/business
- COMMERCE/TRADE/financial institution
- COMMERCE/TRADE/department store
- GOVERNMENT/courthouse
- GOVERNMENT/post office
- GOVERNMENT/correctional facility
- EDUCATION/school
- RELIGION/religious facility
- FUNERARY/cemetery
- RECREATION AND CULTURE/museum
- HEALTH CARE/medical office

Current Functions

(Enter categories from instructions.)

- DOMESTIC/single dwelling
- DOMESTIC/secondary structure
- DOMESTIC/hotel
- COMMERCE/TRADE/business
- COMMERCE/TRADE/financial institution
- COMMERCE/TRADE/department store
- GOVERNMENT/courthouse
- GOVERNMENT/post office (leased)

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- GOVERNMENT/government office
- EDUCATION/school
- RELIGION/religious facility
- FUNERARY/cemetery
- RECREATION AND CULTURE/museum
- HEALTH CARE/medical office

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7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19TH CENTURY: Greek Revival

LATE VICTORIAN: Folk Victorian

LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival, Classical Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial
Style, Bungalow/Craftsman

MODERN MOVEMENT: Ranch Style

Materials: (enter categories from instructions.)

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

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

The Saluda Historic District encompasses the heart of the village of Saluda, the county seat for Middlesex County, Virginia. The courthouse square is located on the northeast corner of the four-way intersection of present-day General Puller Highway (Route 33) and Gloucester Road (U.S. 17 Business) which is at the center of the district. Commercial properties are clustered in the immediate vicinity of the intersection, while residential properties spread out along these roads to the east, west, and south. Two schools, one active and one presently vacant, are located at the west and north edges of the district, while three churches rest within site of the courthouse square. The courthouse (NRHP listed, 1978) (059-0008) was completed in 1852 and small lots around the crossroads were laid out in 1851. Only two resources in the district predate this time – Leafwood (059-0021) and Oakenham (059-0023), both early 19th century plantation houses. Architectural styles represented in the District include Greek Revival, Folk Victorian, Colonial Revival, Classical Revival, Craftsman, Commercial, and Ranch. The district includes 67 parcels with 162 total resources. Of these, 102 are considered to be contributing resources because they were built within the period of significance for the district (1837-1968) and relate to the areas of significance (Government, Law, Commerce, Education, Ethnic Heritage: African American, Architecture), while 57 are considered to be noncontributing resources because they were constructed after 1968 (only 20 of these noncontributing resources are the primary resource on a parcel). There are six previously listed resources within the district (courthouse and associated

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resources). The district retains integrity of location, design, setting, feeling, workmanship, and association. Its historic character of a courthouse village in a rural locality remains intact, as does the overall plan and density of development. Resources are keyed to the attached Sketch Map using the last 4 digits of the resource's 10-digit district inventory number (e.g., 059-5124-0001) and are identified parenthetically by this inventory number in the following narrative description.

Narrative Description

Location and Setting

The Saluda Historic District is located at the crossroads of two major transportation corridors through Middlesex County – General Puller Highway (State Route 33) and Gloucester Road (U.S. 17 Business). Both existed in the mid-19th century, albeit with different names - Route 33 was the main county road that connected the upper and lower ends of the county, running roughly east-west, while U.S. 17 was known as the “Middlesex Ridge Road” and ran north-south through the county down to Gloucester County. The Middlesex Ridge Road turned northwest out of Saluda to follow the ridge and parallel Urbanna Creek and the Rappahannock River to the north. Another road did lead north from where the Ridge Road and the County Road met; what is today known as Oakes Landing Road leads north to the location of a former public landing on Urbanna Creek. Then as now, Saluda was accessible from all parts of the county and residents could travel by either land or water. This location, at a confluence of two primary roads with easy access to a water landing, is a significant factor in explaining the establishment and growth of Saluda.

Through the district, the two main roads are straight and flat and the topography overall is level. Urbanna Creek is located to the north while Dragon Run swamp is located to the south of the district. A vast majority of the resources in the district face one of the two main roads; only Antioch Church (059-5124-0003), on Oakes Landing Road; Centenary Church (059-5124-0004), on New Street; and Oakenham (059-0023), located down a long dirt road, are exceptions. At the crossroads, the courthouse square occupies a lot that consists of approximately 1.5 acres, but the other parcels in this immediate area are quite small, less than a quarter of an acre. Buildings sit close to the road with little or no setback from public sidewalks that line both sides of Gloucester Road and both sides of General Puller Highway to the east of the intersection and the south side of General Puller Highway to the west of the intersection. All the buildings clustered at the intersection are commercial properties and parking is found to the rear of or beside the buildings; landscaping is minimal on most properties. The courthouse square is enclosed by a brick wall and features brick walkways, mature trees, and ornamental landscaping. Parallel parking for the courthouse is found along General Puller Highway in front of the building and in pull-in spaces on New Street on the east side of the square. The three churches in the district are located just outside of this immediate crossroads area; Antioch Baptist Church is located north of the courthouse down Oakes Landing Road, Centenary United Methodist Church is located on the east side of New Street across from the square, and Saluda Baptist Church (059-5124-0031) is located on the south side of General Puller Highway, just to the east of the commercial area.

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Beyond the immediate crossroads, the district is characterized by residential lots of over an acre in size, with some up to six acres. On the residential properties, more than 50% of the acreage is wooded. This contrasts sharply with historic images of Saluda that show a much more open landscape, due to both the prevalence of agriculture, even on a subsistence level associated with most dwellings, and the lumber industry (several lumber mills have historically been located in the vicinity).

Early Development

The village of Saluda owes its existence to the courthouse, which was located in Urbanna until 1849. In 1834, Thomas W. Fauntleroy bought several hundred acres in the immediate area of the intersection of the main county road and Middlesex Ridge Road, and in 1837 he completed his house, known as Oakenham (or Oakingham). John P. Bristow also owned extensive acreage in the area, and together Bristow and Fauntleroy promoted a referendum to relocate the county courthouse from Urbanna to the intersection of these two main roads. Dissatisfaction with the location of the courthouse was widespread among those who lived in the lower end of the county at the time, as the lack of a permanent bridge over Urbanna Creek made travel to the courthouse in Urbanna difficult and time consuming. In 1849, voters via referendum decided to relocate the courthouse to a location on “the road” and John C. Bristow’s offer of a 2.5-acre parcel at the intersection was accepted.¹ Before the courthouse was even completed, Fauntleroy and Bristow had Philemon Woodward survey some of their land at the intersection and subdivided nineteen half-acre lots that fronted on “Main Street” and “Saluda Street,” as they were labeled on the plat. Woodward’s “Plan of Saluda” is dated December 5th, 1851, and is on file in the courthouse.² The new Middlesex County Courthouse hosted its first court session in April, 1853.

Pre-1849

The intersection of the main county road (Rt. 33) and the “Middlesex Ridge Road” (U.S. 17) existed prior to the vote to relocate the courthouse, as did a road leading to a landing on Urbanna Creek (present day Oakes Landing Road). According to renowned local historian and author Larry Chowning, there was also some business infrastructure at the intersection though what exactly that consisted of is not clear.³ The only two resources still standing in the district that predate the construction of the courthouse are Oakenham, the 1837 house of Thomas W. Fauntleroy, and Leafwood, an evolved late 18th century to mid-19th century dwelling.

Oakenham (059-0023, 059-5124-0066) is located to the east of Gloucester Road and south of General Puller Highway and is accessed from a long dirt road off of Gloucester Road which on some maps is labeled, “The Road to Oakenham.” The property consists of 10 acres and the house faces south within a smaller area enclosed by a wooden board fence. Mature trees and boxwoods surround the house but all vegetation is overgrown presently, with ivy entwined everywhere. The house is a large, two-story, frame dwelling set on a high brick basement (3-course American bond). It is clad with weatherboards and is covered by a side-facing gable roof of wooden shake shingles. The gable ends have massive exterior chimney stacks joined by two-

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story chimney pents. The five-bay front elevation holds a centrally located, double-height entry porch that features wooden turned posts. Windows on the house are nine-over-nine wood sash with flanking louvered shutters. In addition to the house, the property includes a dairy, a barn, a garage, and a dairy barn. Though not presently visible due to the overgrown vegetation, the sites of the ice house, spring house, and smoke house, and a family cemetery enclosed within a brick wall are all reportedly on the property.

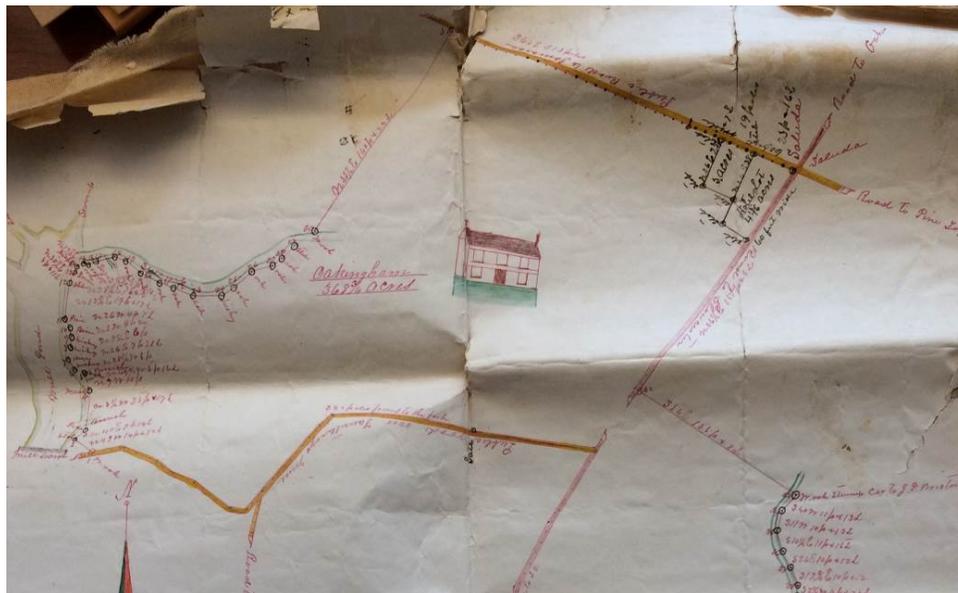
Oakenham was built by Thomas W. Fauntleroy in 1837 and remained his home until his death in 1876. A survey plat dated November 14, 1877, records the total acreage as 368 $\frac{3}{4}$ acres at that time. The property stretched from the "Public Road to Jamaica" (the main county road at the time, known today as General Puller Highway) on the north to Gloucester Road on the east, and included a "Hotel Lot" which consisted of four acres on the southwest corner of the intersection of the "Public Road" and Gloucester Road. Oakenham also included a mill pond which formed the western boundary, while the "Public Road to Fauntleroy's Mill" formed the southern boundary.⁴ Mr. and Mrs. A.H. Ward purchased Oakenham in 1884 and Ward is recorded as the operator of the Saluda Hotel, which sat on the southwestern corner of the intersection, in late 19th century business directories.⁵ The Gray family purchased the property in 1902 and operated a dairy farm there during the early and mid-20th century.



Oakenham (059-0023), undated. Source: Middlesex County Museum and Historical Society.

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Survey of Oakenham, 1877. Source: Middlesex County (Va.) Plats, Library of Virginia.

Leafwood (059-5124-0002 and 059-0021) is located on the east side of Gloucester Road, just to the south of the commercial area. It faces the road with about a 50-foot setback. It appears to have begun as a side passage, single pile dwelling that was increased to a five-bay width around the mid-1850s. The rear dining room also was added during the mid-to-late nineteenth century and the formerly detached kitchen was connected to the house by a hyphen. The one-story end wings were added in the 1930s. Other small alterations were made to the house during the 1940s. The two-story, five-bay frame dwelling rests on a brick foundation and has a side gabled roof. It is clad with wooden weatherboards and has brick exterior end chimneys on the gable ends. The one-bay entrance porch features a projecting gable roof that is supported by square wooden columns with a wooden balustrade on top. One-story, gable-roofed wings, constructed in the 1930s, extend from the north and south ends of the house. In addition to the house, the property includes two 20th century sheds, a 20th century garage, and a mid-19th century smokehouse and a slave quarter that is, at present, the only known extant slave dwelling in the district.

Leafwood was the longtime home of Middlesex County Deputy Clerk Kate M. Fanning. According to Miss Fanning's research, a portion of the house may have been constructed in 1781 as an overseer's house for the Clark's Neck Plantation. By 1855, Thomas W. Fauntleroy owned the property and sold one acre to John C. Newcomb. In 1856, Newcomb sold the property to Oliver Jackson Marston, who was a local merchant and served as the county treasurer. An increase in property tax at that time indicates that the existing house must have been remodeled and improved.⁶ In 1910, Virginia's Attorney General, John R. Saunders, and his family purchased the house and they retained ownership through 2003. Locally, Saunders served as President of the Bank of Middlesex. The house is presently operated as a bed and breakfast.

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Leafwood (059-0021), 2016, Photo from VDHR archives.

1850-1860

A small village at the crossroads was platted in 1851 on land owned by Fauntleroy and John P. Bristow and the new Middlesex County Courthouse was built in 1852. The substantial renovations to Leafwood (see above), when it achieved a closer approximation of its current appearance, also happened during this era. According to local historian Louise Gray, the house located directly behind the Saluda Post Office at 884 Gloucester Road (which is now on the same parcel as and recorded with 938 General Puller Highway, 059-5124-0030) was also built in the 1850s.

The Middlesex County Courthouse (059-0008; 059-5124-0001) is a late example of an arcaded-plan, or “townhall,” courthouse, a type common among Virginia’s colonial courthouses and early civic buildings but which had largely been replaced by Thomas Jefferson’s temple-portico by the 1820s.⁷ The two-and-a-half story, rectangular building is executed in Flemish-bond brick, in a “T”-shaped plan. The rear section of the “T” plan was added in the 1920s. The three bay, Tuscan pedimented-gable facade contains a first-story arcaded loggia, one bay in depth, consisting of five rounded arches. The arches are painted white, the color of the building’s wooden exterior trim. Within the arcade, twin double doorways with simple architrave trim lead into the courtroom. All of the windows contain this simply molded trim, and all retain the original 6/6 sashes. In addition to the Tuscan pediment on the main (south) facade, the building contains similar pediments on both ends of the lateral wing across the back of the main block which was added in the 1920s. A lunette is in the tympanum of the front pediment. An open arcade connects the original courthouse to a modern, two-story counterpart constructed in 1965 to the east of the original building. The interior has been extensively renovated.

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A jail and a clerk's office were also built on the courthouse square in 1852. The jail is a two-story brick building with a hipped roof and three-bay façade. It is laid in American bond and has a corbelled brick cornice and segmental arches over the windows. The one-story clerk's office is laid in American bond and has a gabled roof; like the jail, it has a corbelled cornice. The main entrance is on the west gable end facing the courthouse. The Courthouse complex, including the clerk's office, the jail, Confederate Monument, courthouse square and brick wall, was listed on the Virginia Landmarks Register and the National Register of Historic Places in 1978 with a Period of Significance of 1852. Areas of significance are Architecture and Law.



Middlesex County Courthouse (059-0008), 2019.

The Anderton-Bristow House (secondary resource, 059-5124-0030), located behind the Post Office at 884 Gloucester Road, was built ca. 1855 by John L. Johnston who sold the house soon after to John G. Anderton. It was located on lots 15 and 16 on the village plat. The Anderton family owned the house until 1898 when they sold it to Joseph A. Bristow.⁸ The house has been altered and incorporated into a small commercial office development but its original form – three-bay façade, two-stories with a side gabled roof and exterior end brick chimneys – remains intact.

Civil War, 1860-1865

There are no resources in the district that date to the Civil War period. The courthouse sustained damage during the war and was repaired in 1865.

Reconstruction, 1865-1899

The end of the Civil War and the end of slavery dealt a death blow to the plantation economy all across the south. In Middlesex County, this manifested itself in a shift away from large tracts of land with a single owner to smaller parcels which operated as family farms. Agriculture was still king, but it was practiced differently. But new economic opportunities also became available in

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the late 19th century as the oyster industry saw substantial growth and prosperity. This was also the beginning of the steamboat era, and construction of steamboat wharves along the Rappahannock River connected Middlesex to Baltimore and Norfolk, facilitating the transportation of both goods and people to those localities. While it was nearly impossible for newly-freed African Americans to have the money to purchase land for agricultural purposes, these river-based industries were an opportunity for them to make a good living.

These county-wide trends manifested themselves in Saluda in several ways that are still visible today. First, there was an increase in residential construction in the village, though most if not all of the dwellings constructed during this period were on parcels of at least several acres and included at least subsistence-level farming operations. Of ten resources that were constructed during this period, seven were single-family dwellings. The house known as Le Paon at 1134 General Puller Highway (059-5124-0037) and the house at 1090 General Puller Highway (059-5124-0034) both retain early outbuildings that showcase the shift away from large, isolated farms to smaller, family farms located on major transportation routes closer to established communities. Le Paon retains a detached kitchen that is probably contemporary with the construction of the main house (ca. 1875), while the house at 1090 General Puller Highway retains an early smokehouse that dates to ca. 1890. Another good example of this trend is the house at 697 General Puller Highway (059-5124-0022). The 2.5-story, frame Folk Victorian dwelling has a front gabled roof and lower one-story wings on both sides. A large, diamond-shaped four-light window high in the peak of the front gable, along with fishscale shingles in the gable, give the house a Folk Victorian feeling. On September 19, 1887, Robert McCandlish transferred this house, “where McCandlish now resides,” and its 10-acre parcel, “with all the buildings...[and] with all the house and kitchen furniture, farming implements, vehicles, and stock,” to E. E. Montague to secure a loan.⁹ McCandlish is recorded in late 19th century directories as a lawyer, so he would have had a need to be close to the courthouse, but this description of his property suggests that he maintained a modest farming operation as well.

Two of the three churches in the district date to this period as well. Centenary Methodist Episcopal Church (now All Saints Anglican Catholic Church, 059-5124-0004) was built in 1884 and grew out of a Sunday school offered at a Methodist Episcopal parsonage that used to be located at the corner of General Puller Highway and New Street.¹⁰ Centenary Church is a one-and-one-half story frame church with a front gabled roof. A square bell tower is located at the west end of the roof ridge and a large, round, stained glass window is located in the gable, above the central entrance.

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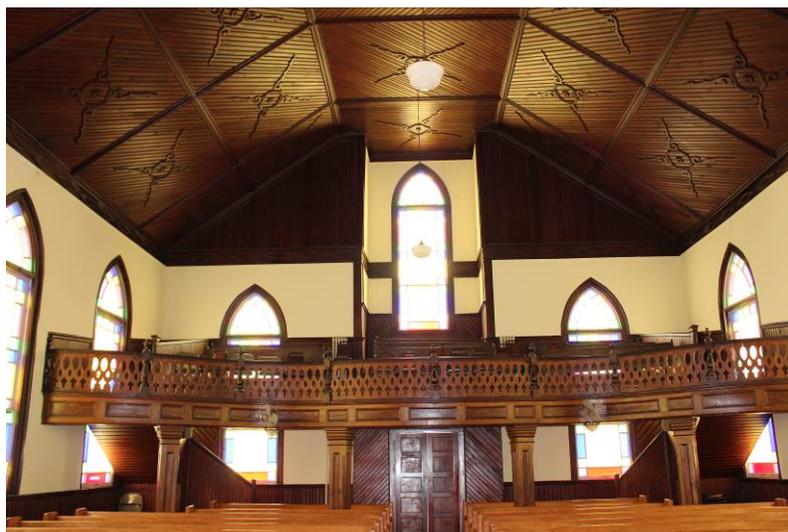


Centenary Methodist Episcopal Church (059-5124-0004), 2020.

Perhaps the most significant resource constructed during this period that survives today is Antioch Baptist Church (059-5124-0003). The Antioch Baptist congregation was formed in 1866 by 75 African-Americans who withdrew from Clark's Neck Baptist Church (the precursor to Saluda Baptist Church) to form their own congregation. In 1867, trustees for the church acquired land from a white planter, L.C. Bristow, on which to build their church. The first church was constructed with the assistance of many members of the congregation, emancipated African Americans who had skills in the building trades but little money. Antioch Elementary School, located behind the church on the same parcel, was established in the 1870s when a building was donated to the congregation and moved to the site. A second room was added to the one-room schoolhouse around 1907 and a third room was added before 1921.¹¹ According to members of the congregation today, a fire destroyed the first church building and the present church was constructed in 1895 (a cornerstone confirms this date). A sizeable cemetery spreads down the hill to the west, south and north of the church. Antioch Baptist Church is a tall, one-story frame church with a front gabled roof. A slightly projecting entrance tower holds a pair of glass and metal doors topped by a pointed arched transom with mottled and stained glass, and incorporates a bell tower with a pyramidal roof. Windows are gothic arched with small stained glass panes surrounding large rectangular panes of mottled glass. The exterior is clad with aluminum siding and there is a mid-20th century addition across the rear. The interior of the church retains stunning original woodwork which incorporates diamond and star motifs and a fully paneled ceiling with applied, sawn decoration. The school is a one-story frame building that rests on brick and concrete block piers and has a side gabled roof covered with metal panels. The front (east) elevation has a central entrance with a shed hood; windows flank the entrance on each side. The windows are all boarded except for one which is a 2/2 double-hung wood sash. There are three interior brick chimneys at the ridge of the roof and there is a rear cross-gabled wing. The school retains wood weatherboards and is not currently in use.

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Antioch Baptist Church (059-5124-0003), interior. 2020.

1900-1929, Arrival of the Automobile

The county-wide economic trends of the late 19th century continued into the first third of the 20th century. Middlesex County remained a largely rural, agricultural county with small, family farms increasingly clustered close to established communities. The steamboat remained important in both trade and transportation, and, while the first cars appeared around 1913, the roads were not paved until the mid-1920s. The first paved road in Middlesex ran from West Point to Saluda (Gloucester Road), while a concrete section extended in front of the courthouse west towards Cooks Corner ca. 1925.¹² African-American residents struggled to prosper in the Jim Crow era, but their churches, schools, and fraternal organizations continued to be the touchpoints of their communities, offering opportunities for agency and leadership. They were likely to live on small, self-sufficient family farms on the outskirts of towns and villages.

In Saluda, there appears to be an increase in the number of substantial dwellings on larger lots built just outside of the core of the village during this period (or at least, an increase in the number of them that survive). Of fifteen resources constructed during this period in the district, thirteen are single-family dwellings. These houses exhibit the architectural trends common throughout the United States at the beginning of the century, as the decorative Victorian-era styles gave way to the Colonial Revival. The best example of a Folk Victorian dwelling in the district is found at 837 Gloucester Road (059-5124-0057). This gable-front-and-wing plan house has a wrap-around porch, a two-story cutaway bay, and decorative sawn trim and pendants at the cutaway corners. A larger but more altered example of a Folk Victorian dwelling is found at 527 General Puller Highway (059-5124-0013), which is two-and-a-half stories with a tall hipped roof with lower cross gables and multiple interior chimneys. A wrap-around porch with a corner turreted roof dominates the façade. This house sits on several acres and has a fairly deep setback from the road.

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The Folk Victorian gave way to the Colonial Revival in Saluda by 1905 and there are several examples of large two-story frame houses with tall hipped roofs and square footprints that date to this time period. The houses at 684 General Puller Highway (059-5124-0021), 642 General Puller Highway (059-5124-0019), 857 Gloucester Road (059-5124-0059), and 629 Gloucester Road (059-5124-0047) are all examples. The houses at 684 General Puller Highway and 629 Gloucester Road both have central hipped dormers on all four slopes of the roof, while 642 General Puller Highway has cross gables. Full-width porches with Tuscan columns are found on both 629 and 857 Gloucester Road.



684 General Puller Highway (059-5124-0021), December 2019.

The Colonial Revival style was also incorporated in more modest dwellings, including the Cape Cod at 732 Gloucester Road (General Lewis Puller House, 059-5124-0006) and the cottage at 571 Gloucester Road (059-5124-0051). There is a single example of the Dutch Colonial Revival style at 595 General Puller Highway (059-5124-0018).

There are several examples of American Four-Square style houses in the district. One of the best is the former parsonage associated with the Centenary Methodist Episcopal Church (059-5124-0004), which fronts on General Puller Highway. The two-and-a-half story, two-bay frame house has a hipped roof with a central hipped dormer on the front slope. Second-story windows are paired 6/1 double hung sash, while the first story has a bank of three 6/1 sash and a front entrance topped by a three-light transom. The dormer holds a pair of 4/1 sash. A full width porch features a hipped roof supported by battered posts on brick piers. Other examples of American Four-Square houses are found at 530 General Puller Highway (059-5124-0014) and 1249 General Puller Highway (059-5124-0040).

The Richard Beverly Segar House at 564 General Puller Highway (059-5124-0016) is a singular example of the Classical Revival style in the district. This large, frame, two-story house was built

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around 1910 by Richard Beverly Segar, who served for 47 years as the county sheriff and also owned a lumber mill. It has a hipped roof over the main block and two large one-story wings on either side with side gabled roofs. It rests on a brick foundation and the asphalt shingle roof is pierced by two interior brick chimneys. The symmetrical façade of the main block is five bays wide with a central entry. The front door has a transom and sidelights and is sheltered by a pedimented entry porch supported by square, fluted columns. The porch is accented by a dentiled cornice and a dentiled raking cornice in the tympanum. There are two windows on either side of the main entrance, all are 12/12 double hung sash. On the second story are three tripartite windows with a 12/12 sash flanked on either side by narrower 6/6 sash. Full-height, fluted pilasters extend from ground level to the base of the cornice at the corners of the house and on either side of the central bay. The cornice is decorated with modillions. The side wings were added in the 1960s by the daughter of the original builder.

There are two commercial properties that survive from this time period, though evidence from a 1921 Sanborn map, historic photos, and business directories suggest that there were several more at one time. First, Faulkner Funeral Homes and Cremations Services and the Bristow-Faulkner Chapel at 15 C.F. Edwards Lane (059-5124-0008) was established during the early 20th century, if not slightly before. It is believed that the core of the existing building was built as a single-family dwelling in the late 19th century (though local tax records suggest it was as early as 1857) for C. F. Edwards and his family. The existing building has served as a funeral home/undertakers for over 100 years and today it consists of several different sections representing various building campaigns. The oldest part of the building is probably the two-story, six-bay section with the side gabled roof and the centered cross gable that runs parallel to General Puller Highway. A two-story cross gabled rear wing extends from the western half of the rear of this section, forming an L shape. A small entry vestibule addition with a half-hipped roof was added to the eastern end of this original section, and on the rear of the original section and extending to the east, a chapel addition with a front gabled roof was added in the early 1970s. One more addition with a flat roof filled in the space between the original rear wing and the chapel addition and added additional square footage to the north. Today, there is a double-leaf entrance topped with a swan's neck pediment on the east elevation of the chapel, and a paneled door topped with an elliptical fanlight and flanked by sidelights in the vestibule addition. There is also another entrance into the building on the north side. The original front of the building along General Puller Highway retains original full height fluted pilasters flanking the cross-gabled center bay and a fanlight in the center gable, but has no entrance. Both the pilasters and the fanlight are wood. The windows on the south elevation are 6/6 vinyl sash, but the first story windows do have paneled aprons. The building is clad in aluminum siding and has an asphalt shingle roof. The low foundation appears to be brick.

The former service station that is now home to the Middlesex County Museum at 777 General Puller Highway (059-5124-0025) is another surviving commercial property from this period. This building may date to the 1910s and appears to be shown on the 1921 Sanborn map as a garage. The one-story former service station is frame construction on a continuous concrete

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foundation with a roof that is hipped in the front and gabled in the rear. The full-width engaged porte cochere dominates the front of the building. It is supported by plain, square wood posts wrapped in white aluminum. Beneath it, the three-bay façade has a central paneled entrance flanked by a three-light wooden storefront window on each side. There is a full-width, one-story addition on the rear with a gabled roof with a slightly lower ridge and pitch than the front portion of the building.

1930-1950, The Rise of the Road

In the early 1930s, two major state-wide events had a profound impact on the growth and development of Saluda. The Virginia General Assembly passed the Byrd Act in 1932, which created a secondary public road system for Virginia that the state was responsible for building and maintaining. This resulted in significant and rapid improvements to the road system, which in turn made travel and trade by road easier and quicker than the river-based steamboats. The steamboat industry was also decimated when a major storm in August 1933 caused catastrophic damages to steamboat-related infrastructure.¹³ For Middlesex residents, improvements to the road network and the loss of river-based trade opportunities meant Richmond was suddenly far more accessible than Baltimore and Norfolk, and it became the most viable option for shopping and trade. Saluda's geographic location made the village a beneficiary of this shift from water to road as the primary method of transportation. With the main county road running through the middle of the village, not to mention a main north-south route coming to meet it, traffic through the village increased dramatically, and increased traffic meant increased opportunities for commerce.

Three of the eleven resources that survive from this period are commercial properties. The one-story frame building with a hipped roof at 878 General Puller Highway (059-5124-0028) doesn't appear on the 1921 Sanborn map, but is shown in a ca. 1935 photo of "Main Street, Saluda," so it must have a construction date of ca. 1930. Its original use is unknown, but local residents report that in the mid-20th century it housed a doctor's office. Today, the façade is three bays wide with a central entry accessed via a concrete stoop and a wooden ramp. Paired 1/1 vinyl windows flank the central entrance. There is an interior brick chimney on the western slope of the roof and a small, hipped wing on the rear elevation. The roof is asphalt shingle, the foundation appears to be parged stone, and the building is clad with vinyl siding.

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Looking west down Main Street (present day General Puller Highway) from approximately the intersection with New Street, ca. 1935. Courthouse on the right. Photo from Middlesex County Museum and Historical Society.



Looking west down General Puller Highway from New Street intersection, 2020. Courthouse on the right, 872 and 878 General Puller Highway on the left.

The adjacent building at 872 General Puller Highway (059-5124-0027) is also missing from the 1921 Sanborn map but shown in the ca. 1935 photo. According to oral history, this building was constructed by a Dr. Grove who wanted to create a hospital or medical office building in Saluda that could accommodate the offices of various medical professionals in a single location. This large two-story frame building has a front gabled roof and a rectangular footprint that is narrow but deep on the parcel. The façade is only three bays wide but the building is about 10 bays deep. A front entrance is centered on the façade and is flanked by two 1/1 vinyl double-hung windows. A gabled entry portico is supported by square wood posts with capitals. The ca. 1935 photo

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appears to show a one-story, full-width, hipped-roof porch. There is one brick chimney at the ridge of the roof. The building rests on a cinderblock foundation, has aluminum siding, and an asphalt shingle roof. The building appears to be set up with separate office spaces. A sign in front of the building has the street address but lists no tenants.

The third commercial building from this era also dates to ca. 1930 and is located at 910 Gloucester Road (059-5124-0063), just around the corner from the previous two buildings. The 1931 deed for the property records its transfer from the Bank of Middlesex (the original Saluda branch of the Bank of Middlesex was located on the parcel immediately to the north) to John D. Smith. A long-time resident of town recalls that John and Edmund Smith ran a general store in the building for many years. This two-story brick building is three bays wide and has a shed roof with a shaped parapet. It has a narrow, deep footprint and extends five bays deep on the side elevations. A one-story, full-width, shed-roofed addition spans the facade and conceals the original first story. The addition has a central double-leaf entrance flanked by large vinyl picture windows and is sheathed with cement fiber siding and wood shingles. The second story of the facade has three windows, all vinyl replacements with added wood trim on the exterior and fabric awnings. Brickwork is laid in 6:1 common bond and the facade is detailed with simple brick pilasters at the corners that extend into the parapet, a corbeled brick cornice above a row of soldier course bricks above the second story windows, and a central segmental arched panel in the parapet. The side elevations feature evenly spaced brick buttresses or pilasters dividing the bays, the same 6:1 common bond brickwork, and first-story window openings with rowlock sills and segmental arches.

There are seven dwellings in the district that date to this period. All are more modest than most of those built during the first three decades of the century. The district's only example of a Craftsman bungalow is located at 793 Gloucester Road (059-5124-0054) and dates to 1932. This 1 1/2-story, frame bungalow has a side gabled roof and a full-width engaged porch across the front. A large gabled dormer is centered on the roof and features exposed rafter tails and a trio of six-light wood casement windows. The entrance is centered on the facade and flanked by paired, double-hung wood windows on both sides. The porch is supported by unusual wood posts on brick piers. The posts are straight sided with angular/geometric decorative details at the tops. The porch is presently screened in with remnants of wood lattice. The main roof features exposed rafter tails and purlins. There is a brick exterior end chimney on the south side of the house and an interior brick chimney on the north side. The roof is covered with asphalt shingles and the house has weatherboard siding.

There are two additional examples of Colonial Revival Cape Cod dwellings which date to the mid-1930s – 714 General Puller Highway (059-5124-0023) and 502 General Puller Highway (059-5124-0012) – along with two more examples of American Four-Square dwellings – 1061 General Puller Highway (059-5124-0033) and 1303 General Puller Highway (059-5124-0042). The house at 1061 General Puller Highway is a two-story frame house with a square footprint and a pyramidal roof. The two-bay façade is sheltered by a wrap-around porch. The property

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includes a one-story frame store with a front gabled roof that is a ca. 2013 replacement of a ca. 1935 store that used to sit in a similar location, but closer to the road. According to the current owner, this small general store was run for years by the Davis family.

The oldest section of the existing Middlesex High School (059-5124-0065), located at the western edge of the historic district, dates to the end of this period. A high school building was first constructed on the site in 1911; a new brick school was completed in 1922. In 1949, an auditorium, gymnasium, and several classrooms were added to the 1922 school building and the name was changed to Middlesex High School when all secondary education for white students in the county was consolidated at the site. The oldest portion of the existing school dates to 1949; in 2003, a large addition was built and the 1949 wing was refurbished. The oldest part appears to be the central front one-story section with the hipped roof and quoins at the corners. The one-story flat roofed wing that extends from the east side of the central block and to the rear appears to date to the early 1950s. Various other building campaigns are evident from an aerial view and suggest that the school was probably expanded every 20 years or so.

1951-1968, Tourism, Recreation, and Real Estate

During the second half of the 20th century, farming and oystering declined in Middlesex County while recreational tourism and the real estate market for waterfront property was on the rise. There were continued improvements to the road system that facilitated travel between Middlesex and the outside world, making it easier for residents to commute further for their jobs and also easier for tourists to discover the “rivah” in Middlesex.

There are eight resources in the Saluda Historic District that date to this period and they reflect these county-wide trends. Of the eight, five are non-residential – a motel, a bank, a realty office, a post office, and a church – while there are three single dwellings. The Saluda Motor Court motel at 697 Gloucester Road (059-5124-0050) was built around 1956 and operated by a father-and-son team, the Knapps, who lived next door at 675 Gloucester Road and across the street at 708 Gloucester Road. The one-story motel has an L-shaped plan with the long stem of the L running perpendicular to Gloucester Road. The building is frame construction with a gabled roof and the front faces south towards a gravel parking area and the associated dwelling next door, with only a short side elevation facing the road. There is a shed-roofed porte cochere above a concrete pad located towards the street-end of the building. The shed roof is supported by trellised metal supports. There appear to be approximately 8 rooms in the motel, all of which have doorways opening into the parking lot. Following the demolition of the 19th century Saluda Hotel in 1943, the Knapp’s may have seen an opportunity to capitalize on both courthouse visitors that needed a place to stay, as well as tourists. Prior to the completion of U.S. 17 Bypass, Gloucester Road carried all north-south travelers through Saluda. The hotel was renovated in 2006 but has been vacant since at least 2011.

Another establishment in town also catered to overnight guests, and, according to the current owner, was popular with fishermen – The Boxwoods was operated by the Gray family from the

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property at 571 Gloucester Road (059-5124-0051). The main house on the property was built in 1929 according to tax records and the family operated an automotive repair shop on the parcel to the north of the dwelling; this business was called the Saluda Motor Company. When it burned down in the late 1940s or early 1950s, they replaced it with a small concrete block cottage that contained two rooms for rent. They also rented rooms in the main house. The cottage building is concrete block with a side-gabled roof with exposed rafter tails. On the road-facing elevation, it has two doors with six lights above three horizontal panels, and two windows with pairs of three-light metal casements and one horizontal sliding window. According to the owner there used to be a large wooden sign advertising "The Boxwoods" in the small parking area in front of the cottage building. The establishment operated until sometime in the 1970s.

The small commercial core of the village experienced several major changes during this period. The bank building at 899 Gloucester Road (059-5124-0062) was originally built in 1957 as a branch of the Bank of Middlesex, replacing the original Saluda branch of the bank, which sat across the street. The Bank of Middlesex was bought by First Virginia Bank in 1985 and the building is now a BB&T branch. The Colonial Revival-style, one-and-one-half-story brick building has a side gabled roof with three hipped dormers across the front slope. There are interior end brick chimneys on the both the north and south sides. The central entrance is located in a projecting gabled vestibule and is set off by decorative rubbed brickwork including a gauged brick jack arch and brick pilasters supporting an elliptical pediment. Brick jack arches also cap the two, first-story windows on the facade. The windows themselves are multi-light fixed sash with non-functional paneled shutters. The three dormer windows are also multi-light fixed sash. A two-bay drive-through, also with a side gabled roof, is located on the south side of the building. Interestingly, local residents report that the one-story Minimal Traditional-style house at 708 Gloucester Road (059-5124-0052) was built for the manager of the bank at the same time that the new branch building was constructed. Tax records date the house to 1958. Local residents also associate this house with one of the operators of the Saluda Motor Court.

Along with the Saluda Motor Court, the Mason Realty office at 876 Gloucester Road (059-5124-0060) is another commercial building erected in the core of the village that is emblematic of the economic shifts in the County during the 1950s and 1960s, as their business relied heavily on those interested in waterfront real estate. Like the bank, the Mason Realty building is a late example of the Colonial Revival style. The one-story brick office building has a side gabled roof and a shallow, full-width, engaged front porch across the three-bay facade. The porch has square columns and slightly arched spandrels. The central entrance features a paneled door flanked by sidelights in a pedimented surround with dentils. The cornice of the building is decorated with large modillions. The windows on the facade are multi-light picture windows, while those on the sides are 8/8 double hung wood sash.

There has been a post office in Saluda possibly as long as there has been a courthouse, but the current iteration dates to 1968. The current Saluda Post Office (leased) (888 Gloucester Road, 059-5124-0061) occupies a stand-alone building along Gloucester Road that is privately owned

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and leased by the U.S. postal service. The modest post office is a one-story brick building with a front gabled roof. There is a full-width porch with a hipped roof supported by turned posts across the three-bay facade. The entrance is a single aluminum and glass door located in the left end bay and the other two bays are occupied by large fixed, multi-light windows. Lettering identifying the building as the "United States Post Office Saluda, Virginia" is found on the fascia of the porch.



Looking north down Gloucester Road towards Middlesex County Courthouse, Saluda. Mason Realty, Saluda Post Office, and 910 Gloucester Road are shown on the right with the courthouse in the background. January 2020.

The other building completed at the very end of the period of significance for the district is the Saluda Baptist Church building (960 General Puller Highway, 059-5124-0031) located on the south side of General Puller Highway in sight of the courthouse square. Saluda Baptist Church is brick construction with a front gabled roof. A cornerstone at the front west corner of the building says "Saluda Baptist Church 1968." Another cornerstone on the front east corner says "Clark's Neck Baptist Church, May 21, 1878/Constituted 1842." The façade features a pedimented front gable, an octagonal spire with a bell-shaped roof, and a central double-leaf entrance beneath a pediment supported by pilasters. Windows along the east and west elevations are vinyl multi-light sash and are topped by brick jack arches. Lower brick wings on both the east and west elevations are located towards the rear of the building giving it a T-plan. The fellowship hall is located directly adjacent to the wing on the east side of the building and it is connected to it via a hyphen with tall floor-to-ceiling windows. The hall has a side gabled roof and is brick like the church. It has double-hung multi-light vinyl windows topped with brick jack arches and there is a double-leaf entrance sheltered by a pedimented portico supported by Tuscan columns off-center on the north elevation.

There was minimal residential construction in the district during this period. Along with the house mentioned above, there were two modest Ranch-style dwellings built along General Puller Highway – 439 and 717 General Puller Highway (059-5124-0009 and -0024) - in the mid-1960s.

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Post 1968

There are 20 noncontributing primary resources in the historic district which were built after 1968. Most of these are dwellings built in between earlier dwellings as the large lots from the late 19th and early 20th centuries continued to be subdivided. There are also several small offices centrally located in the village illustrating the fact that Saluda remains a courthouse town, and the twin forces of easy vehicular access and the county seat continue to draw both new residents and new businesses. A new courthouse building was completed just to the north of the historic district boundary in 2007; the historic courthouse remains home to county offices and the Board of Supervisors.

Integrity

The Saluda Historic District retains good overall integrity and is still able to convey its historic appearance and historic character as the county seat in a rural locality. Demolitions and fires have claimed some important buildings in the village core and left open lots, but the density of resources today is not unlike what is shown on the 1921 Sanborn map. Post-1968 construction within the boundaries is largely a continuation of trends that began in the mid-20th century and is comparable in scale, materials, and design so as not to be visually obtrusive. The boundaries were drawn to capture as much of the village and the associated late 19th and early 20th century residential construction on the edges as possible, while excluding vacant land and non-historic resources whenever feasible. The new courthouse building and jail behind it provided an obvious location for the northern boundary of the district, while a mid-20th century residential subdivision on the southern edge of the district has a slightly different character than the rest of the village. Middlesex High School, which has certainly changed over the years, is a logical western boundary for the district as the site has been an important location for the community for over 100 years. Although it is not visible from most of the district, Oakenham was included in the district boundary due to the pivotal role that owner Thomas Fauntleroy played in promoting the relocation of the courthouse and the platting of the village in 1851. Key resources such as the courthouse square, the former service station now occupied by the Middlesex Museum, the ca. 1930 commercial properties at the four-way intersection, Antioch Church and School, Centenary Church, Leafwood, Oakenham, and the large late 19th and early 20th century residences along General Puller Highway and Gloucester Road taken all together convey the character of this courthouse town through the decades and provide visual continuity. The district retains good integrity of location, design, feeling, setting, workmanship, and association. The integrity of materials is more mediocre, due in large part to the popular trend of replacing historic wooden building components with synthetic materials. Few buildings are constructed entirely of brick, but historic brickwork throughout the district does tend to have better integrity than wooden components.

Archaeological Potential

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No archaeological survey has been completed in the district, but since research has shown that several substantial and important buildings formerly located at the crossroads are no longer standing, it should be assumed that there is potential for archaeological remains. While a portion of the site of the Saluda Hotel has been disturbed by the construction of the Exxon station, the hotel was set back slightly on a four-acre lot and substantial archaeological remains may still exist outside of the footprint of the present gas station. The area to the west of the gas station which would have been on the hotel lot remains undeveloped presently. Likewise, the site of the Smither's and Neale store on the northwest corner of the intersection is also presently empty. That building burned in the 1950s and intact subsurface remains may still exist. Other vacant lots close to the four-way intersection may also contain archaeological remains of interest as the 1921 Sanborn map shows the locations of several buildings no longer standing.

There are also three marked cemeteries within the boundaries of the district – Plum Grove Cemetery (059-5124-0046), a small family cemetery behind the former dwelling at 624 Gloucester Road (Hewett House, 059-5124-0045), and another cemetery behind the General Lewis Puller House at 732 Gloucester Road (059-5124-0006). All appear to be family cemeteries which date back to the late 19th century. Plum Grove Cemetery appears to be the largest of the three and is the most easily accessible. It contains 18 marked graves dating between 1884 and 2016. The family name on the oldest marker is Bristow; other family names include Allen, Chowning, Edwards, Ashberry (and Ashbury), and Ziegler. Stones are a mixture of upright tablet headstones with some footstones, and flush with the ground ledgerstones. There is no fence or enclosure but the grass is mown and the cemetery appears well-maintained. It was supposedly associated with an old house that is no longer standing. The cemetery behind the Hewett House at 624 Gloucester Road is less than 50 feet away from the Plum Grove Cemetery but is on a different tax parcel. It includes three marked graves of members of the Hewett family with the oldest death date being 1888. This small cemetery is completely overgrown with trees and unmaintained. The third cemetery is located in a small clearing deep in the woods behind the Puller House at the very back of the tax parcel. It is enclosed with a vinyl picket fence and includes eight marked graves and two grave depressions. The fenced area is far larger than the space occupied by the marked graves so there may be other unmarked graves present. This cemetery contains members of the Smither and Gresham families and the oldest marker dates to 1881.

Inventory

The following is a list of resources located within the Saluda Historic District boundaries. The resources are listed alphabetically by street name and numerically by address number. DHR historic district numbers are listed for each resource, as are numbers previously assigned to individual resources. In the following inventory all resources, both primary and secondary, have been considered either contributing or non-contributing based upon the areas of significance identified under Criterion A: Commerce, Government, Law, Ethnic Heritage: African American and Education, and under Criterion C: Architecture; during the period of significance identified

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<i>Secondary Resource</i> : Garage (Building)	Contributing	<i>Total</i> : 1
<i>Secondary Resource</i> : Shed (Building)	Contributing	<i>Total</i> : 2
527 General Puller Highway	059-5124-0013	<i>Other DHR Id#:</i>
<i>Primary Resource</i> : Single Dwelling (Building), Stories 2.5, Style: Folk Victorian, Ca 1900		
	Contributing	<i>Total</i> : 1
<i>Secondary Resource</i> : Garage (Building)	Non-contributing	<i>Total</i> : 2
<i>Secondary Resource</i> : Shed (Building)	Non-contributing	<i>Total</i> : 1
530 General Puller Highway	059-5124-0014	<i>Other DHR Id#:</i>
<i>Primary Resource</i> : Single Dwelling (Building), Stories 2.5, Style: Vernacular, Ca 1920		
	Contributing	<i>Total</i> : 1
555 General Puller Highway	059-5124-0015	<i>Other DHR Id#:</i>
<i>Primary Resource</i> : Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 2000		
	Non-contributing	<i>Total</i> : 1
564 General Puller Highway	059-5124-0016	<i>Other DHR Id#:</i>
Richard Beverly Segar House		
<i>Primary Resource</i> : Single Dwelling (Building), Stories 2, Style: Classical Revival, Ca 1910		
	Contributing	<i>Total</i> : 1
<i>Secondary Resource</i> : Garage (Building)	Contributing	<i>Total</i> : 1
581 General Puller Highway	059-5124-0017	<i>Other DHR Id#:</i>
<i>Primary Resource</i> : Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 2000		
	Non-contributing	<i>Total</i> : 1
595 General Puller Highway	059-5124-0018	<i>Other DHR Id#:</i>
<i>Primary Resource</i> : Single Dwelling (Building), Stories 1.5, Style: Dutch Revival, Ca 1929		
	Contributing	<i>Total</i> : 1
<i>Secondary Resource</i> : Garage (Building)	Contributing	<i>Total</i> : 1
642 General Puller Highway	059-5124-0019	<i>Other DHR Id#:</i>
<i>Primary Resource</i> : Single Dwelling (Building), Stories 2.5, Style: Vernacular, Ca 1910		
	Contributing	<i>Total</i> : 1
<i>Secondary Resource</i> : Garage (Building)	Contributing	<i>Total</i> : 1
<i>Secondary Resource</i> : Secondary/Tenant (Building)	Contributing	<i>Total</i> : 1
<i>Secondary Resource</i> : Secondary/Tenant (Building)	Contributing	<i>Total</i> : 1
677 General Puller Highway	059-5124-0020	<i>Other DHR Id#:</i>
<i>Primary Resource</i> : Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1972		
	Non-contributing	<i>Total</i> : 1
<i>Secondary Resource</i> : Garage (Building)	Non-contributing	<i>Total</i> : 1
<i>Secondary Resource</i> : Gazebo (Structure)	Non-contributing	<i>Total</i> : 1
684 General Puller Highway	059-5124-0021	<i>Other DHR Id#:</i>
<i>Primary Resource</i> : Single Dwelling (Building), Stories 2.5, Style: Colonial Revival, Ca 1907		

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		Contributing	<i>Total: 1</i>
697 General Puller Highway	059-5124-0022	<i>Other DHR Id#:</i>	
McCandlish House			
<i>Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Folk Victorian, Ca 1875</i>		Contributing	<i>Total: 1</i>
<i>Secondary Resource: Outbuilding, Domestic (Building)</i>		Contributing	<i>Total: 1</i>
714 General Puller Highway	059-5124-0023	<i>Other DHR Id#:</i>	
<i>Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Colonial Revival, Ca 1935</i>		Contributing	<i>Total: 1</i>
<i>Secondary Resource: Secondary Dwelling (Building)</i>		Non-contributing	<i>Total: 1</i>
717 General Puller Highway	059-5124-0024	<i>Other DHR Id#:</i>	
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1962</i>		Contributing	<i>Total: 1</i>
<i>Secondary Resource: Garage (Building)</i>		Contributing	<i>Total: 1</i>
739 General Puller Highway	059-5124-0005	<i>Other DHR Id#:</i>	
<i>Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Folk Victorian, 1895</i>		Contributing	<i>Total: 1</i>
<i>Secondary Resource : Garage (Building)</i>		Contributing	<i>Total: 1</i>
777 General Puller Highway	059-5124-0025	<i>Other DHR Id#:</i>	
Middlesex County Museum			
<i>Primary Resource: Service Station (Building), Stories 1, Style: No discernible style, Ca 1919</i>		Contributing	<i>Total: 1</i>
795 General Puller Highway	059-5124-0026	<i>Other DHR Id#:</i>	
Middlesex County Museum			
<i>Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1925</i>		Contributing	<i>Total: 1</i>
872 General Puller Highway	059-5124-0027	<i>Other DHR Id#:</i>	
<i>Primary Resource: Office Building (Building), Stories 2, Style: No discernible style, Ca 1930</i>		Contributing	<i>Total: 1</i>
877 General Puller Highway	059-0008	<i>Other DHR Id#: 059-5124-0001</i>	
Middlesex County Courthouse (NRHP listed 1978)			
<i>Primary Resource: Courthouse (Building), Stories 2, Style: Greek Revival, 1852</i>		Contributing	<i>Total: 1</i>
<i>Secondary Resource: Jail (Building)</i>		Contributing	<i>Total: 1</i>
<i>Secondary Resource: Monument/Marker (Object)</i>		Contributing	<i>Total: 1</i>
<i>Secondary Resource: Office Building (Building)</i>		Contributing	<i>Total: 1</i>
<i>Secondary Resource: Office Building (Building)</i>		Contributing	<i>Total: 1</i>
<i>Secondary Resource: Wall (Structure)</i>		Contributing	<i>Total: 1</i>
878 General Puller Highway	059-5124-0028	<i>Other DHR Id#:</i>	

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- Primary Resource: Store (Building), Stories 1, Style: No discernible style, Ca 1930*
Contributing *Total: 1*
- 904 General Puller Highway** **059-5124-0029** *Other DHR Id#:*
Primary Resource: Office Building (Building), Stories 1, Style: No discernible style, Ca 1980
Non-contributing *Total: 1*
- 938 General Puller Highway** **059-5124-0030** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca 1890
Contributing *Total: 1*
Secondary Resource: Office Building (Building) **Non-contributing** *Total: 1*
Secondary Resource: Single Dwelling (Building)(Anderton-Bristow House) **Contributing** *Total: 1*
- 960 General Puller Highway** **059-5124-0031** *Other DHR Id#:*
Saluda Baptist Church
Primary Resource: Church/Chapel (Building), Stories 1, Style: Colonial Revival, 1968
Contributing *Total: 1*
- 1006 General Puller Highway** **059-5124-0032** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1990
Non-contributing *Total: 1*
Secondary Resource: Shed (Building) **Non-contributing** *Total: 1*
- 1061 General Puller Highway** **059-5124-0033** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1935
Contributing *Total: 1*
Secondary Resource: Garage (Building) **Non-contributing** *Total: 1*
Secondary Resource: Outbuilding, Domestic (Building) **Non-contributing** *Total: 1*
Secondary Resource: Store (Building) **Non-contributing** *Total: 1*
- 1090 General Puller Highway** **059-5124-0034** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1890
Contributing *Total: 1*
Secondary Resource: Garage (Building) **Non-contributing** *Total: 1*
Secondary Resource: Smoke/Meat House (Building) **Contributing** *Total: 1*
Secondary Resource: Store (Building) **Non-contributing** *Total: 1*
- 1093 General Puller Highway** **059-5124-0035** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1980
Non-contributing *Total: 1*
Secondary Resource: Garage (Building) **Non-contributing** *Total: 1*
- 1123 General Puller Highway** **059-5124-0036** *Other DHR Id#:*
Primary Resource: Doctor Office (Building), Stories 1, Style: No discernible style, Ca 1977
Non-contributing *Total: 1*
- 1134 General Puller Highway** **059-5124-0037** *Other DHR Id#:*
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Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Vernacular, Ca 1875

	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Garage (Building)</i>	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Garage (Building)</i>	Non-contributing	<i>Total: 1</i>
<i>Secondary Resource: Gateposts/Entry (Object)</i>	Non-contributing	<i>Total: 1</i>
<i>Secondary Resource: Gazebo (Structure)</i>	Non-contributing	<i>Total: 1</i>
<i>Secondary Resource: Kitchen (Building)</i>	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Pergola (Structure)</i>	Non-contributing	<i>Total: 1</i>
<i>Secondary Resource: Well House (Building)</i>	Contributing	<i>Total: 1</i>

Beside 1134 General Puller Highway 059-5124-0044 *Other DHR Id#:*

Primary Resource: Workshop (Building), Stories 1, Style: No discernible style, Ca 2005

	Non-contributing	<i>Total: 1</i>
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1145 General Puller Highway 059-5124-0038 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1935

	Contributing	<i>Total: 1</i>
<i>Secondary Resource : Garage (Building)</i>	Contributing	<i>Total: 1</i>
<i>Secondary Resource : Shed (Building)</i>	Contributing	<i>Total: 2</i>

1204 General Puller Highway 059-5124-0039 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1873

	Contributing	<i>Total: 1</i>
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1249 General Puller Highway 059-5124-0040 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1910

	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Garage (Building)</i>	Non-contributing	<i>Total: 1</i>
<i>Secondary Resource: Shed (Building)</i>	Non-contributing	<i>Total: 1</i>

1297 General Puller Highway 059-5124-0041 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1971

	Non-contributing	<i>Total: 1</i>
<i>Secondary Resource: Garage (Building)</i>	Non-contributing	<i>Total: 1</i>

1303 General Puller Highway 059-5124-0042 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Vernacular, Ca 1940

	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Garage (Building)</i>	Non-contributing	<i>Total: 1</i>

Gloucester Road

571 Gloucester Road 059-5124-0051 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 1, Style: Colonial Revival, Ca 1929

	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Motel/Motel Court (Building)(The Boxwoods)</i>	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Shed (Building)</i>	Contributing	<i>Total: 1</i>

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Mason Realty Office

Primary Resource: Single Dwelling (Building), Stories 1, Style: Colonial Revival, Ca 1961

Contributing Total: 1

Secondary Resource: Sign (Object)

Contributing Total: 2

888 Gloucester Road 059-5124-0061

Other DHR Id#:

Saluda Post Office (leased)

Primary Resource: Post Office (Building), Stories 1, Style: No discernable style, Ca 1968

Contributing Total: 1

899 Gloucester Road 059-5124-0062

Other DHR Id#:

Bank of Middlesex

Primary Resource: Bank (Building), Stories 1.5, Style: Colonial Revival, Ca 1957

Contributing Total: 1

910 Gloucester Road 059-5124-0063

Other DHR Id#:

Smith's General Store (historic)

Primary Resource: Commercial Building (Building), Stories 2, Style: Vernacular, Ca 1930

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

Secondary Resource: Workshop (Building)

Non-contributing Total: 1

927 Gloucester Road 059-5124-0064

Other DHR Id#:

Primary Resource: Service Station (Building), Stories 1, Style: Commercial Style, Ca 1990

Non-contributing Total: 1

Gloucester Road 059-5124-0046

Other DHR Id#:

Plum Grove Cemetery

Primary Resource: Cemetery (Site), Style: No discernable style, Ca 1884

Contributing Total: 1

New Street

18 New Street 059-5124-0043

Other DHR Id#:

Primary Resource: Office Building (Building), Stories 1.5, Style: Colonial Revival, Ca 1995

Non-contributing Total: 1

46-48 New Street 059-5124-0004

Other DHR Id#:

Centenary Methodist Episcopal Church

Primary Resource: Church/Chapel (Building), Stories 1.5, Style: Vernacular, Ca 1883

Contributing Total: 1

Secondary Resource: Garage (Building)

Contributing Total: 1

Secondary Resource: Single Dwelling (Building)

Contributing Total: 1

Oakes Landing Road

159 Oakes Landing Road 059-5124-0003

Other DHR Id#:

Antioch Baptist Church and School

Primary Resource: Church/Chapel (Building), Stories 1, Style: Gothic Revival, Ca 1868

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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.)

ARCHITECTURE
GOVERNMENT
COMMERCE
EDUCATION
ETHNIC HERITAGE: African American
LAW

Period of Significance

1837-1968

Significant Dates

1851
1852

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Hill, John P., builder, Courthouse
Jones, William R., builder, Jail

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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.)

The Saluda Historic District incorporates the heart of the village of Saluda, the county seat for Middlesex County, Virginia. The moderately-sized district includes approximately 65 parcels, most of which are located along the two primary roads through town – General Puller Highway (State Route 33) and Gloucester Road (Business US 17). The courthouse square is located where these two roads meet and forms the center of town and the historic district. Established in 1851, Saluda includes the 1852 courthouse square at the center of a crossroads community consisting of a mix of small-scale commercial buildings, single-family residences, churches, schools, and government buildings in a blend of architectural styles, including Greek Revival, Folk Victorian, Classical Revival, Colonial Revival, American Four-Square, Bungalow, and Ranch, along with vernacular architecture. The Saluda Historic District is significant at the local level under Criterion A in the areas of Government, Commerce, Ethnic Heritage: African American, Education, and Law, and Criterion C in the area of Architecture. The period of significance extends from ca. 1837, when the main house at Oakenham (059-0023) was constructed for Thomas W. Fautleroy, to 1968, the date of construction of the existing Saluda Baptist Church (059-5124-0031) and the current Post Office (059-5124-0061). Thomas Waring Fautleroy purchased the property known as Oakenham in 1834 and was instrumental in promoting a referendum to move the County seat from Urbanna to a more central location. In 1849, voters obliged and John P. Bristow was paid five dollars for a 2.5-acre parcel of land that became the courthouse square. The parcel was located at the intersection of two major roads through the County and had access to the river, via a public landing at the end of present-day Oakes Landing Road, which runs along the west side of the courthouse square. Most of the land surrounding the new courthouse site was owned by Fautleroy and Bristow. As the courthouse was nearing completion in 1851, Fautleroy and Bristow subdivided some of their surrounding property and platted the village of Saluda, said to be named for the Saluda River in South Carolina. At the beginning of the Civil War, a quick-thinking County Clerk saved the County's records from destruction by the Union Army by hiding them in a barn instead of sending them to Richmond, making Middlesex one of the few counties in Virginia that escaped the burning of their antebellum land records. Saluda remained a small village centered on the business of the courts for the remainder of the 19th century and early 20th century. Residential growth was modest and relatively steady through the mid-20th century. Dwellings constructed during the first quarter of the 20th century were fairly substantial and tended to belong to successful and prominent individuals, while the second quarter of the 20th century saw the construction of more modest dwellings as the overall improvement of the road network caused more of the population to shift to established crossroad communities. In addition to residences and the commercial establishments that catered to them and those doing business at the courthouse, as a center of population and government business, Saluda was also home to such small-town staples as local schools and churches. Centenary Methodist Episcopal Church (059-5124-0004), Saluda Baptist Church, and Antioch Baptist Church (059-5124-0003) are all located within the historic district, along with Middlesex High School (059-5124-0065) and the former Antioch Elementary School

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(059-5124-0003). Antioch Church and School both have important historical associations with the local African American community.

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

Justification of Criteria

Criterion A: Government

The Saluda Historic District is significant at the local level under Criterion A in the area of Government as the county seat and location of the Middlesex County Courthouse. The courthouse (059-0008) was completed in 1852 and the first plat of Saluda was drawn in 1851. The court square remains intact with the 1852 courthouse, the 1852 jail, and 1852 Clerk's office nestled in a landscaped green space at the center of the village. A cross-gabled wing was added across the rear of the courthouse in the 1920s and, in 1965, an architecturally complementary wing was built on the east side of the courthouse and connected to the original building with an open arcade. The court square is enclosed with a brick wall completed by the WPA in 1936 and includes several local monuments. The local records of Middlesex County were removed from the courthouse and hidden somewhere in the county during the Civil War, thereby preserving them from destruction at the hands of the Union army. A new courthouse was completed in 2007 just to the north of the square (and outside of the district) but the historic courthouse remains in use for office space and as the meeting space for the County Board of Supervisors.

Criterion A: Law

The historic Courthouse complex, including the clerk's office, the jail, Confederate Monument, courthouse square and brick wall, was listed on the Virginia Landmarks Register and the National Register of Historic Places in 1978 with a Period of Significance of 1852. Areas of significance are Architecture and Law.

Criterion A: Commerce

The Saluda Historic District is significant at the local level under Criterion A in the area of Commerce as an example of a crossroads commercial center in a rural county where commerce was tied initially to the business of the county courthouse and later to the transportation corridors through town. While the presence of the courthouse has always defined Saluda, the desire of early land owners Thomas W. Fauntleroy and John P. Bristow to capitalize financially on this presence is just as important in explaining the history of the village. The 1851 plat of Saluda that they laid out illustrates the importance of commerce and control of real estate. Fauntleroy maintained control of two of the choicest parcels at the crossroads and established one of the most important non-government buildings in Saluda in the 19th century, the Saluda Hotel. The small parcels that he and Bristow sold off were clearly intended for the establishment of other commercial ventures, though the small number of parcels surveyed suggests that their desire to control development was just as strong as their desire to promote it. Commerce continued to be one of the defining forces in Saluda through the mid-20th century. As overland transportation

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improved in the early 20th century, with the arrival of the car and the paving of the roads, businesses established in the village were increasingly attracted to the convenient crossroads location of Saluda rather than the courthouse. The establishment of the first branch of the Bank of Middlesex (the bank was founded in 1900 in Urbanna) is a good example. The Saluda branch of the Bank of Middlesex was built in 1911 on a lot on the east side of Gloucester Road, just to the north of the existing building at 910 Gloucester Road (former general store, 059-5124-0063). For the bank, the location at the crossroads of two main thoroughfares in the county seat was an ideal location – it was increasingly easy for clients in the rural areas of the county to access via the improved road network, it was situated within roughly the center of the county on a highly visible lot, and it was more convenient for potential customers with business at both the courthouse and the bank to have the two within walking distance of each other. The bank has continued to be an important commercial entity in the village throughout the 20th century. In 1957 a new building for the bank was constructed across Gloucester Road – the existing bank building at 899 Gloucester Road (059-5124-0062). The bank remained a branch of the locally owned Bank of Middlesex through the end of the period of significance. Other important commercial establishments of the 20th century include the Faulkner Funeral Homes and Cremations Services and the Bristow-Faulkner Chapel at 15 C.F. Edwards Lane (059-5124-0008), the former general store at 910 Gloucester Road, and the Saluda Motor Court at 697 Gloucester Road (059-5124-0050). According to one of the current owners, the funeral home traces its roots to around 1920 when C.F. Edwards partnered with a Mr. Clements to open C.F. Edwards Undertakers in the current building.¹⁴ Like the bank, the funeral home was established in Saluda due in large part to the central location on the main county thoroughfare, and entries in Chataigne’s Virginia Gazeteer and Certified Business Directory from the late 19th century illustrate the presence of undertakers in Saluda in the 1880s and 1890s as well. A business such as an undertaker drew clients from a wide geographic area, and, in the interest of being able to arrive at a client’s house quickly, a central location on an established and maintained road was important. The former general store at 910 Gloucester Road is the only surviving example of a general mercantile establishment in the village. The local general store was important to the local residents and convenient to those who came to town to do business at the courthouse, bank, or undertakers, as it provided them ready and quick access to numerous household items without making the trip to Urbanna or the even longer trip via road or steamboat to the commercial hubs of Fredericksburg, Richmond, Norfolk, or Baltimore. The establishment of the Saluda Motor Court in 1956 illustrates the continued importance of Saluda as a central location for commercial entities into the mid-20th century. The Saluda Motor Court is representative of the post-1950 economic shift in the county away from farming and oystering in favor of recreational tourism. The motel’s location on Gloucester Road made it convenient for tourists passing through, but also as a destination for fishermen coming to ply the waters of the Rappahannock River and its tributaries.

Criterion A: Ethnic Heritage: African American

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The Saluda Historic District is significant at the local level under Criterion A in the area of Ethnic Heritage: African American for both the presence of Antioch Baptist Church and Antioch Elementary School, and as the location of the arrest and initial trial of Irene Morgan. Antioch Baptist Church was one of the first African American churches formed in Middlesex County following the Civil War. A group of 75 African American members of Clark's Neck Baptist Church (precursor to Saluda Baptist Church) broke away in the immediate aftermath of the War and formed their own congregation. They purchased land for the church in 1867 from local planter L.C. Bristow and built their first sanctuary soon after. The present church dates to 1895 after the earlier building burned. The church retains interior woodwork of stunning workmanship, probably executed by African-American craftsmen. Antioch Elementary School, located behind the church, dates back to the 1870s when a portion of the building was moved to the site to serve as a schoolhouse for African-American children. It was expanded twice, ca. 1907 and ca. 1920, to reach its current configuration as a three-room schoolhouse. It served African American students from grades one through seven until 1962 when students were consolidated at Rappahannock Central Elementary. Antioch Church and School have been important centers of the African American community in Middlesex County for over 150 years. It is the mother church for four additional African American churches: Calvary, Zion Branch, Lebanon, and Immanuel.

In addition, Saluda is the location of the arrest and initial trial of Irene Morgan, an African American woman who refused to give up her seat for white passengers on a Greyhound bus. Morgan boarded the bus in Gloucester, Virginia where she had been visiting her mother. She was traveling back to her home in Baltimore, Maryland. After she refused to give up her seat to white passengers boarding in Saluda the bus driver drove to the Saluda Sheriff's office. Ms. Morgan had a brief tussle with the Sherriff who attempted to arrest her. She was subsequently tried and convicted of resisting arrest and violating a Virginia law that required racial segregation on interstate transportation. With the assistance of the NAACP and prominent attorneys, Spotswood Robinson, III, Thurgood Marshall and William Hastie, Ms. Morgan appealed her case all the way to the U.S. Supreme Court, which, in 1946, overturned her conviction and held that segregation on interstate transportation was unconstitutional. Historians view *Morgan v. Virginia* as an important early victory in the Civil Rights movement.

Criterion A: Education

The Saluda Historic District is eligible at the local level under Criterion A in the area of Education as the location of both Antioch Elementary School and Middlesex High School (059-5124-0065) which both played important roles in the segregation and integration of education in the county. "The history of education for blacks in Middlesex County...was initially interwoven with the history of the church and the community," explained Mr. and Mrs. Sherman Holmes.¹⁵ Antioch Elementary School was established in the 1870s by the members of Antioch Baptist Church to provide educational opportunities for black children in and around Saluda. Classes were initially held in the church but in the early 1870s a one-room house was donated to the

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congregation and moved to the church property to serve as a school house. This one-room school was referred to as Antioch Elementary School and Saluda Graded School over the years. A second classroom was added around 1907 and a third before 1921. As there were little to no local or state funds for African-American education during the Jim Crow era, parents paid the teachers' salaries. The school went through 7th grade and was closed in 1962 when students were consolidated at Rappahannock Central Elementary.¹⁶ Today, the school is mothballed behind the church and retains its three-room plan. It is an important survivor and artifact of the efforts of black parents in the late 19th and first half of the 20th century to obtain an education for their children.

While Antioch Elementary School embodies the striving of the early years of African-American education in Middlesex County, Middlesex High School was the site of the ultimate victory in the fight for civil rights in education – full integration. Middlesex High School traces its roots back to the first Saluda High School (for whites) built in 1911. A new building was completed in 1922, and, in 1949, its name was changed and the building was significantly expanded when all secondary education for white students was consolidated at the site. In 1954, following the ruling in the landmark Supreme Court case *Brown v. Board of Education*, which held that state laws that required separate educational facilities for white and black students were unconstitutional, the Middlesex County Board of Supervisors, along with sixty-one other Virginia counties, passed a resolution requesting that the Governor preserve the system of racial separation in public education. In 1963, two Middlesex County African-Americans, Mrs. Juanita (Johnson) Tabb and John H. Jordan, signed a class action suit designed to force the integration of county schools. The United States District Court in Richmond ordered Middlesex to integrate the schools and stipulated that during the period from 1963-1969 there would be a “freedom of choice” policy in effect that would allow blacks to choose to attend white schools if they wanted to, and by 1969 all Virginia public schools must be totally integrated. Many white families pulled their children from public schools as a result and advocated for “public tuition grants” that would pay for white children to attend private schools. In Middlesex in 1964, the Board of Supervisors and the school board turned down requests from the parents of 17 white students who wanted public school funding to pay for their children to attend a private, all-white, school in King and Queen County – ten years after advocating to preserve separate educational facilities, the Board of Supervisors would not provide public funds to families trying to do so. Meanwhile, the NAACP in Middlesex was trying to find local African-Americans willing to integrate public schools. County civil rights leader Juanita Tabb recalled that it was difficult to find families willing to sign up the first year; many were afraid for their children due to intimidation by the whites but they were also afraid for their jobs – when white employers found out that black employees were sending their children to the white schools, they could be fired. On the first day of school in 1963, 13 black children arrived at Middlesex High School on a separate bus and integrated Middlesex public schools for the first time. While violence was rumored and state police were on hand to guard the entrance, the principal of the school, Walter Allen Harrow, held two assemblies that morning, one for white students and one for blacks. He made it clear to the white students that they were

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expected to treat the black students with respect. The first year of integration the black students rode a separate bus to school and were not allowed to participate in extracurricular activities, sports, or school dances, though this changed the second year. For his part, Harrow would recall in a 1989 interview that Middlesex High School had few problems in comparison to surrounding counties, and asserted that the 13 black students who started that year paved the way for a smooth transition to full integration in 1969. The black parents who stepped up in 1963 to enroll their children in the white schools were Mr. and Mrs. George Hodges, Mr. and Mrs. John H. Jordan, Mr. and Mrs. James W. Johnson, Rev. and Mrs. J.J. Lewis, Mr. and Mrs. Seymour Scott, Mr. and Mrs. Nathaniel Taylor, Mr. and Mrs. Henry Robinson, and Mrs. Christine Curtis, and the 13 children who integrated Middlesex public schools were Faye Lewis; Jackie, Jeffrey, Jonathan, and Judith Johnson; Hollis Jordan; Norman Robinson; Violet, Sadie, and George Hodges; Sandra Scott; Paulette Curtis; and Nathaniel Taylor. In 1969, Middlesex High School became the sole high school for all students in the County, regardless of skin color. The all-black St. Clare Walker High School was converted to an integrated middle school, and Wilton Elementary School and Rappahannock Central Elementary School were integrated as well.¹⁷

Criterion C: Architecture

Finally, the Saluda Historic District is eligible at the local level under Criterion C in the area of Architecture as a collection of the diverse types of buildings – commercial, governmental, religious, educational, and residential – that make up a county seat in a rural county. Unlike Urbanna, which was founded much earlier and had a long history as a busy port connecting it to larger cities, Saluda wasn't established until the mid-19th century as a direct result of the relocation of the courthouse. While Urbanna was connected by ship and steamboat to Baltimore, Fredericksburg, and Norfolk – localities with a proliferation of high style architecture, Saluda was connected by dusty roads to the rural, agricultural counties of Middlesex and Gloucester, where architecture was far more likely to be vernacular in nature. Moreover, access to transportation corridors impacted the ease with which building materials could be imported. Especially into the late nineteenth century, the availability of machine-made millwork and decorative details expanded greatly, but, practically speaking, access depended on a property owner's proximity to rail transportation. As a port town, Urbanna had ready access to these mass-produced materials, while Saluda, with neither rail nor port access, did not. Saluda, therefore, is representative of the architectural influences of its agricultural heritage. From its most architecturally significant building, the courthouse, to the churches, commercial buildings, and houses that line the streets leading to it, vernacular influences are most evident. The courthouse itself is described by some historians as a throwback to the townhall type most often seen in colonial courthouses and was “not on the cutting edge” architecturally (see below). It is a combination of Greek Revival influences, found in the front-facing pediment with raking moldings, and Colonial influences, found in the arcade. Residential architecture of the nineteenth century also tended toward simple footprints with minimal ornamentation – the I-house form of the Anderton-Bristow House (059-5124-0030, secondary resource) to the gable-front-and-wing form of the house at 1090 General Puller Highway (059-5124-0034). In the early 20th century,

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some more nationally prominent influences appeared, such as the Classical Revival Richard Beverly Segar House (059-5124-0016) and the Craftsman bungalow at 793 Gloucester Road (059-5124-0054). The character-defining features of the Segar House include the full-height fluted pilasters and the dentils and modillions on the cornices, while the bungalow is characterized by its engaged porch with wood posts on brick piers and the exposed rafter tails and purlins at eave and rake overhangs. Not coincidentally, the early 20th century was also marked by road improvements that facilitated the overland transportation of building materials. Early resources like Oakenham and the buildings of the courthouse square illustrate the early history and influences of the village, while resources like Antioch Baptist Church, the former service station now home to the Middlesex County Museum (059-5124-0025), the former general store at 910 Gloucester Road (059-5124-0063), the former Bank of Middlesex branch (059-5124-0062), and the many residences, both substantial and modest, that line the main roads illustrate the historical trends that have influenced the growth and development of the village. Saluda includes examples of an array of architectural styles that were popular in the mid-19th century through the mid-20th century, including Greek Revival, Folk Victorian, Colonial Revival, Classical Revival, and Craftsman in addition to an assortment of more vernacular buildings. Most importantly, taken as a whole, the village is a good example of a rural county seat with an intact plan and representative examples of buildings from each period in its history.

Historical Background

The village of Saluda owes its existence to the county courthouse, which was located in Urbanna until 1849. By the mid-19th century, dissatisfaction with the location of the courthouse was widespread among those who lived in the lower end of the county, as the lack of a permanent bridge over Urbanna Creek made travel to the courthouse in Urbanna difficult and time consuming. In the late 1840s two prominent local men who owned considerable acreage at the intersection of the main county road and Middlesex Ridge Road, Thomas W. Fauntleroy and John P. Bristow, aggressively promoted a campaign to relocate the courthouse to a more central location along the main county road. County officials put the matter to the voters in a referendum, and in 1849, reportedly by a single vote, the county's white, male residents voted to move the courthouse out of Urbanna. Bristow's offer of a 2.5 acre parcel on the northeast corner of the intersection of the two major roads through the county (which was also accessible to an active public landing on Urbanna Creek) was ultimately the winner out of four options considered by county officials. Bristow was paid \$5 for the land and the county paid \$3000 to construct the courthouse, \$1000 for the jail, and \$700 for the clerk's office. John P. Hill is recorded as the builder of the courthouse and clerk's office, while William R. Jones built the jail.¹⁸ Unfortunately, little is known about these two men, though Hill does not seem to be recorded as the builder of any other Virginia courthouses.¹⁹ The courthouse, completed in 1852, is "a very late version of the townhall type" with few Classical details.²⁰ According to architectural historians and courthouse researchers John O. and Margaret T. Peters, "Built at a time when much of the nation was being swept by one picturesque style after another, the new Middlesex courthouse was not on the cutting edge."²¹

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Cutting edge or not, the new courthouse would still draw business to the crossroads location, providing an economic opportunity to those who owned land in the vicinity. Fauntleroy is said to have named the crossroads Saluda after visiting family on the Saluda River in South Carolina, and before the courthouse was even complete, he and Bristow, who seem to have owned most of the land in the immediate vicinity, commissioned Philemon T. Woodward to survey their land along the two main roads at the intersection and subdivide it into small, half-acre parcels. This first “Plan of Saluda” is dated December 5, 1851, and recorded in County Deed Book 27, page 1 (see Additional Documentation for image). The plan shows the “Courthouse Lot – 2 acres” at the center of the village with smaller one-acre and one-half-acre lots spreading along the north side of “Main Street” (today’s General Puller Highway) to the east and west, and south along the east side of “Saluda Street” (Gloucester Road). A total of 19 lots were subdivided and numbered. No buildings are illustrated and the only lots named are the Courthouse lot and the Hotel lot, which is shown on the southwest corner of the intersection. Fauntleroy’s name is shown as the owner of all of the property to the southwest of the intersection (this was part of his 368-acre Oakenham property), while Bristow is shown as the owner of the property to the north and east of the village. Fauntleroy and Bristow then proceeded to sell off some lots immediately and hold on to others. Fauntleroy retained ownership of two of the choicest parcels - the hotel lot on the southwest corner of the intersection and Lot No. 13 on the southeast corner. He built on both sometime before his death in 1876 because on September 1, 1880 his estate sells lot No. 13 – “the store house and lot at Saluda, lying opposite to the courthouse” – to Mary E. and Mary A. Bristow, and on April 26, 1880, A.H. Ward buys “the hotel and lot at Saluda” for \$1000 from his estate.²² Fauntleroy sold at least four other undeveloped lots to others in the 1850s for prices ranging from \$30-\$40.²³

Civil War, 1860-1865

By the time the Civil War began, Saluda was a platted village with the county courthouse and probably a hotel and general store at a minimum, along with the private residences of Leafwood (059-0021), Oakenham, and the Anderton House. P.T. Woodward, who surveyed Saluda in late 1851, was elected Clerk of the county court in 1852. He built his house, Walboro, about a mile west of the village (it still stands today). Early on during the conflict when Virginia counties were being encouraged to send their county records to Richmond for safe-keeping, Woodward appealed to the Circuit Judge, Joseph Allen Christian, to be allowed to take them from the courthouse and hide them where the Union soldiers couldn’t find them. Judge Christian agreed and Woodward is said to have hidden the records in a barn in the swamp, though there are several oral histories that offer different accounts about where the records were stashed. Regardless, his actions saved a couple hundred years’ worth of deed books and court records; when the Union soldiers did raid the courthouse they found only worthless papers. As a result of Woodward’s quick thinking, Middlesex avoided being one of the many “burned counties” – those whose records in Richmond were burned during the evacuation of the City at the end of the war.²⁴

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Reconstruction, 1865-1899

As was the case all across the south, the end of the war and the end of slavery required a fundamental shift in the economy of Middlesex County. The period saw a gradual transition away from the large tracts of plantations held by a single owner towards smaller parcels operated as family farms.²⁵ The oyster industry also saw substantial growth and prosperity during the 1880s and 1890s to become a significant factor in the local economy. Unlike an agriculturally based economy, which obviously gives the advantage to those who own substantial parcels of land, the oyster industry provided opportunities for those who owned little to no land, particularly African American freedmen. The construction of steamboat wharves along the Rappahannock River also opened up new economic opportunities. The steamboats connected Middlesex to Baltimore and Norfolk, facilitating trade and travel to those localities. Watson's Landing, just to the north of the Saluda Historic District on Urbanna Creek, was an active steamboat landing and the location of a tomato canning factory and a commercial icehouse starting in the 1870s.²⁶ Two of the three churches in the historic district were built during this time period, reflecting the central nature of Saluda. Antioch Baptist Church and Centenary Methodist Episcopal Church were both built during this period, and the precursor to Saluda Baptist Church, Clark's Neck Baptist Church, was also built in the 1870s.

As the County's former enslaved residents adjusted to the new realities of freedom, they relied, as they often did during slavery, on their faith. Antioch Baptist Church was formed in the immediate aftermath of the Civil War in 1866 by 75 African-Americans who withdrew from Clark's Neck Baptist Church (the precursor to Saluda Baptist Church) to form their own congregation. In 1867, trustees for the congregation acquired land from a white planter, L.C. Bristow, on which to build their church. Many congregation members are said to have contributed their labor to erecting the first sanctuary on the property.²⁷ Initially, the church doubled as a school but in the 1870s a one-room house was gifted to the congregation and moved to the property. This school became known as Antioch Elementary School and Saluda Graded School over the years and it grew from one room to three as it provided educational opportunities for black students from in and around Saluda. According to members of the congregation today, a fire destroyed the first church building and the present church was constructed in 1895 (a cornerstone confirms this date).

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Antioch Baptist Church, ca. 1930. From the Middlesex County Museum and Historical Society.



Antioch Baptist Church, looking north down Oakes Landing Road, 2020.

While African-American children often received whatever education was available to them through the church, white children often attended private academies. As an established crossroads community, Saluda was a logical location for such an endeavor and in 1869 Fauntleroy deeded a lot 40' wide by 160' long on the main street of Saluda, across the street from the courthouse, to a group of men including O.J. Marston, P.T. Woodward, L.C. Bristow, Robert B. Bristow, Joseph A. Bristow, Richard M. Clements, James A. Blakey, William P. Roane, and Edward T. Purkins, Trustees for the purpose of building a school. As the men were "desirous of building a school house in the village of Saluda, and, the said Thomas W. Fauntleroy being desirous to promote the cause of education, agreed to convey the lot for that purpose." The lot was described as being "...between the shop now occupied by Robert M. Harper and the house used by Mr. Marston as a fodder house."²⁸ The school was called Saluda Academy and it taught classes on algebra, English history, U.S. history, Roman history, Latin grammar, French grammar, geography, rhetoric, and arithmetic and students paid \$1.50 for a month's tuition.²⁹ Saluda Academy is listed in Chataigne's Virginia Gazeteer and Certified Business Directory starting with the 1880-81 edition (the first published) through the 1897-98 edition (the last available to view). Private academies were less necessary by the early 20th century when increased public funding for education led to the construction of substantial public

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schools for white children. The first Saluda High School was built in 1911 and Saluda Academy probably closed around the same time.

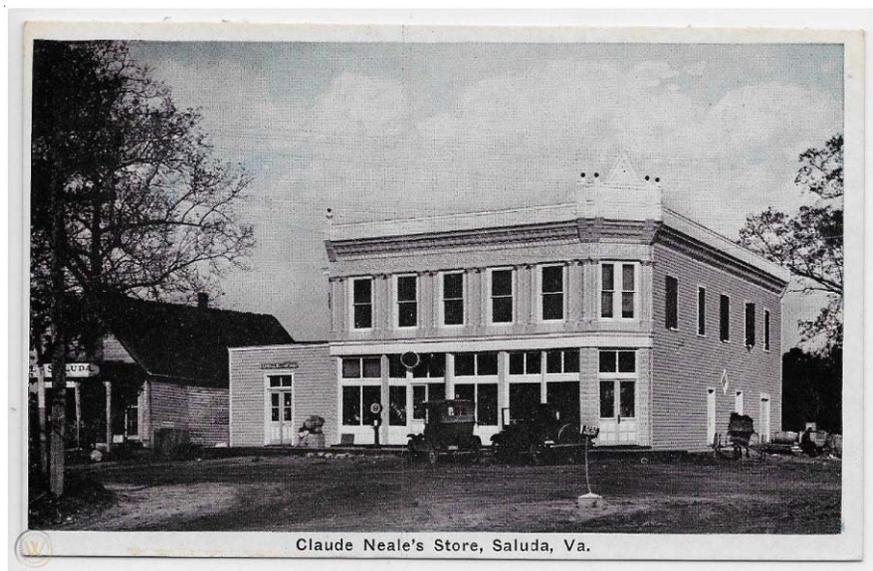
Chataigne's Virginia Gazeteer and Certified Business Directory provides a good snapshot of Saluda in the 1880s and 1890s. In the 1884-1885 edition, Saluda is described thusly, "Apart from being the courthouse, it has no business of any importance. The population is small, about 125." The same dismissive quote is also included in the 1888-1889 edition. The earliest edition published in 1880-1881 indicates that Saluda had a population of 200 who were served by Saluda Episcopal Church; a Methodist Church, Saluda; Saluda Academy (M. Taliaferro, Principal); one hotel operated by A. H. Ward; four lawyers; nine merchants and tradesmen; two mills; and one doctor. By the time the 1888-1889 edition was written, the stated population had dropped to 103, but the businesses listed as being in Saluda had expanded with a total of three hotels (Ward's was still in operation); five saw mills; one grain mill; two physicians; three saloons; and two undertakers, plus six general merchants and one millinery. A decade later, the 1897-1898 edition suggests that Saluda was holding steady with a comparable number and types of businesses. Within the context of Middlesex County, which was largely rural and agricultural in the 19th century, this data suggests that Saluda was one of the larger centers of commercial activity. The published description of Saluda having "no business of any importance" is intriguing and, since it doesn't seem to be supported by the data, may be a product of simmering animosity directed at Saluda as a result of the relocation of the courthouse out of Urbanna.³⁰ All of the businesses listed as being in Saluda were not necessarily within the boundaries of the historic district, as the area referred to as Saluda extended up to Urbanna Creek on the north and south to Dragon Run, but many of them certainly were. The data from the directories suggests that even into the end of the 19th century, Saluda remained a crossroads, courthouse community with few residents, most of whom were probably employed by or had regular business at the courthouse, schools, or churches at the crossroads, or operated an establishment that catered to the clients thereof. Established businesses were those that were supported by county residents doing business at the courthouse (hotels, saloons, attorneys), those that catered to the local residents (general merchants) and those that served a slightly wider population but needed a central location (undertakers, doctors).

One of the businesses mentioned in Chataigne's Directory is H.L. Smither's store, later known as the Neale and Smither Store, and later, Neale's Store. It was located on the northwest corner of the four-way intersection. Historic photographs of the store show a substantial two-story building with a square footprint, five bays wide along both the south and east elevations. It has a flat or shed roof and a parapet on both the south and east elevations, and it appears to have a substantial, decorative metal cornice with end brackets and corresponding finials on the parapet. The building has a clipped corner facing the four-way intersection with a double-leaf entrance. There are large storefront windows with transoms and at least one additional entrance on the south elevation and large 1/1 windows above on the second story. The east elevation has no storefronts on the first story, but does have at least two doorways, and has five windows across the second story. In one historic photo, there is a one-story flat roofed wing on the west elevation with a

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double-leaf entrance. This corresponds with the footprint of the building as it appears on the 1921 Sanborn map; the small wing is labeled “Post Office” on the map. As Smither is also listed in Chataigne’s Directory as operating a hotel in the 1880s and 1890s, the second story may have been rooms for rent. The store burned to the ground in the 1950s.³¹



Neale's Store, Saluda, Va. Undated, probably ca. 1920. From the Middlesex County Museum and Historical Society.

Another business mentioned in Chataigne’s Directory was the hotel operated by A.H. Ward. Ward purchased the Saluda Hotel from Thomas Fauntleroy’s estate for \$1,000 in 1880 and operated it until 1890 when he sold it to H.L. Smither, who operated it for another 30 years. Fauntleroy probably built the hotel right around 1852, when the courthouse was completed, in order to capitalize on courthouse visitors. The 1851 plan of Saluda designates the southwest corner as the “Hotel Lot” and an 1877 plat of “Oakingham” illustrates the same. The Saluda Hotel is first listed in the Land Tax Book in 1855 valued at \$2,000.³² Historic photographs of the hotel show a brick building with a steeply pitched side gabled roof with parapeted gable ends. It has a five-bay façade and a full-width one-story front porch. There are two, tall interior end chimneys on each of the gable ends. The hotel faced east towards Gloucester Road on the southwest corner of the four-way intersection. It was set back from the road slightly and had a metal fence around the front yard. The 1921 Sanborn map shows a rear wing and multiple outbuildings labeled “Autos.” According to a 2002 article in the Southside Sentinel, the Saluda Hotel was vacant by 1937 and demolished in 1943.³³

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Hotel Saluda, Saluda, Va. Undated. From the Middlesex County Museum and Historical Society.

The 1877 plat of “Oakingham” was drawn by Robert T. Bland at the request of Thomas Fauntleroy, Executor of Thomas W. Fauntleroy, Deceased (image in Section 7). It includes a small ink drawing of the main house at “Oakingham” and shows two parcels at the four-way intersection that Fauntleroy had laid off but retained ownership of – one is labeled “Hotel Lot” and is 4 15/16 acres in size, while an adjacent parcel to the west is noted as being three acres. According to the plat, Fauntleroy never subdivided other parcels off the Oakingham parcel prior to his death. While he and John P. Bristow wanted to encourage some development around the new courthouse that they worked so hard to bring to Saluda (as evidenced by the 1851 plan and subsequent sale of undeveloped parcels), Fauntleroy also wanted to maintain control over how much development occurred by retaining ownership of all of the land on the west side of Gloucester Road and the south side of Main Street/General Puller Highway.

1900-1929, Arrival of the Automobile

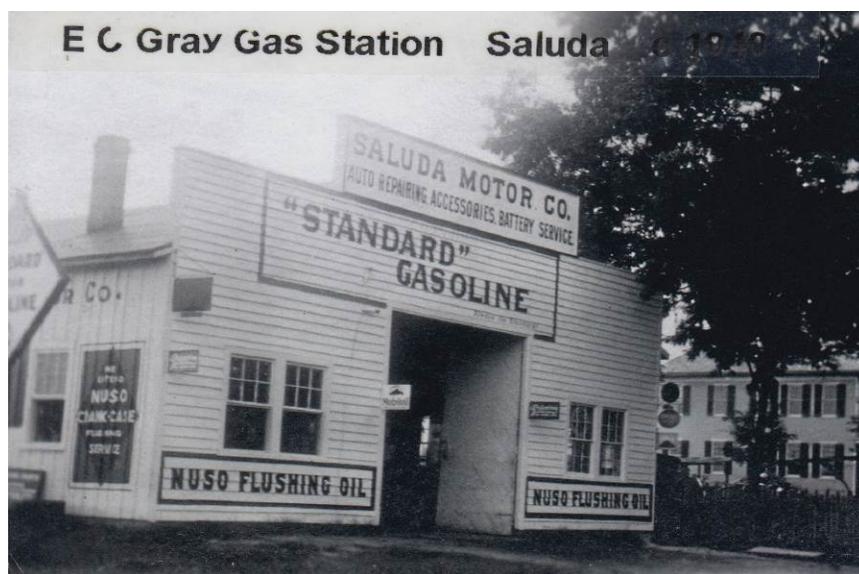
The first third of the 20th century saw a continuation of the economic trends of the late 19th century. Middlesex County remained largely agricultural with many small, family farms spread across the countryside and, increasingly, clustered close to established communities. The oystering industry remained strong in the early 20th century and the steamboat remained an important economic engine and means of transportation. A perusal of early issues of the *Southside Sentinel* from this time period suggests that readers relied heavily on goods and services from Fredericksburg, Baltimore, and Norfolk, based on the advertisements carried in the newspaper. The steamboat made water-based transportation to those localities far easier than overland travel to Richmond. The first cars appeared in the county around 1913 but the roads remained largely unpaved until the 1930s. The first paved road in Middlesex ran from West Point to Saluda (Gloucester Road), while a concrete section extended in front of the courthouse west towards Cooks Corner by ca. 1925.³⁴ African-American residents of the county struggled

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under the weight of Jim Crow and continued to find strength and support through their churches, schools, and fraternal organizations. They were likely to live on small farms outside of town that provided most of what they needed.³⁵ The Bethlehem Star Lodge #249 formed March 10, 1924, as an all-black Masonic organization that focused on fostering leadership among black men, charity to the community, and addressing local poverty; for a time they met in the school house behind Antioch Church.³⁶

A 1921 map by the Sanborn Map Company provides a glimpse of Saluda during the early 20th century (see Additional Documentation). The area covered by the map is centered on the courthouse square and extends east almost to present day C.F. Edwards Lane, west to Forrer Street, north to just past Bowden Street, and south to just past 837 Gloucester Road. It suggests that the commercial core of the village had grown very little since the 19th century. The Smithers and Neale store with attached post office is shown, as is the Saluda Hotel. There is a general store on the southeast corner of the four-way intersection and a bank just to the south of it. All three of the churches in the historic district are shown (Antioch using an inset since the boundaries of the map don't quite include it), along with Saluda Public School (also using an inset since the school is described as being $\frac{3}{4}$ mile west of the post office). The garage that now houses the Middlesex Museum is shown, as is the Saluda Motor Company garage a little further to the south along Gloucester Road, suggesting that there were already some cars in use in the county. Three vacant buildings are shown on the south side of Main Street across from the courthouse square, along with another general store. Beyond these core buildings, the village is populated by single-family dwellings on spacious lots. The overall density of the village is low. A comparison between the 1851 plan of Saluda and the 1921 map suggests that either very few of the lots laid out in 1851 were ever built upon or very few of the buildings survived.



Saluda Motor Company/E.C. Gray Gas Station, undated. Photo from Middlesex County Museum and Historical Society.

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A couple of the important buildings shown on the Sanborn map were completed in the first decades of the 20th century. Saluda Public School was first built in 1911 and was replaced by a new, 2-story brick school in 1922.³⁷ The bank shown on the map was the first branch of the Bank of Middlesex, which was founded in Urbanna in 1900. A Saluda resident, Col. John R. Saunders, was president of the bank from 1905-1934 and the Saluda branch opened on Gloucester Road in 1911. The one-story brick building had a front gabled roof with a columned portico. A historic photo looking north along Gloucester Road which probably dates to ca. 1920 shows the bank building, the general store on the southeast corner of the intersection, Saluda Hotel, the Smithers and Neale Store, the jail, and a large frame building just behind it. The fact that the road is dirt in the photo suggests it was taken before the mid-1920s when Gloucester Road was first paved.



Gloucester Road, looking north, ca. 1920. From the Middlesex County Museum and Historical Society.

The 1921 map and the buildings that survive today suggest that Saluda in the early decades of the 20th century continued to exist as a courthouse village which attracted organizations that could capitalize on its central location – churches, schools, banks, stores – and those individuals whose work brought them to Saluda, either for the business of the courts, or because of their associations with these other organizations – the lawyers, county officials, bank employees, teachers, pastors. The fact that there are very few modest sized dwellings surviving in Saluda from this period is not an accident of selective preservation, but a reflection of the fact that only those individuals whose income was tied to the county government or legal system, or to a co-located community amenity, actually lived in Saluda. Selective deed traces and property-specific research have identified the dwellings of a county sheriff, a bank president, and a lawyer in the historic district. The working class and African American residential areas have not been erased, they never existed within the historic district. Those population groups lived on small family

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farms or closer to the water, depending on how they made their living. Oral history backs this up – for most people, Saluda was a place that you visited, but not a place that you lived.³⁸

1930-1950, The Rise of the Road

Two significant events in the early 1930s had a profound impact on the growth and development of Saluda. In 1932, the Virginia General Assembly passed the Byrd Act, which created a secondary public road system for Virginia and shifted responsibility for construction and maintenance to the state. This resulted in dramatic improvements to the road system which in turn made travel and trade by road easier and quicker than steamboats, which had held sway in Middlesex for over 40 years. The steamboat industry was dealt another blow when a major storm in August 1933 caused \$20 million in damages, resulted in massive flooding, and destroyed docks, landings, and steamboat-related infrastructure. The industry never recovered and the era of the steamboat effectively ended overnight. Improvements to and an increased reliance on the road network meant that Richmond was suddenly far more accessible than Baltimore and Norfolk, and it became the destination of choice for shopping or marketing goods. Saluda was well positioned to capitalize on this shift from water to road as the primary method of transportation. With the main county road running through the middle of the village, not to mention a main north-south route coming to meet it, traffic through the village increased dramatically. In the early 1930s, travelers coming from the south used the road through Saluda as the most direct route to Fredericksburg, Washington, Baltimore, and New York. Increased traffic meant increased opportunities for commerce, while the central location and established community made it a logical choice for the establishment of new residences. The increase in modest dwellings built in Saluda during this period is evidence of a growing trend of people choosing to settle closer to main roads and within established communities.

By the 1930s or 1940s, the old general store that occupied the southeast corner of the four-way intersection had been replaced by or converted into a gas station, which was operated by a Mr. Haney, as businesses that catered specifically to automobile travelers replaced older buildings.³⁹ A ca. 1935 photograph looking west down Main Street (General Puller Highway) from just east of the courthouse doesn't quite show this gas station, but does show two other commercial buildings that were built right around 1930, both of which are still standing (see images in Section 7). Interestingly, the Saluda Hotel was reportedly vacant by 1937 and demolished in 1943.⁴⁰ The hotel's original purpose, to provide lodging for those doing business at the courthouse, had become obsolete with the rise of the automobile and the road improvements of the 1930s, as travel to and from Saluda from the ends of the county could be accomplished in a single day. Businesses that catered to these daily visitors or through-travelers heading north or south flourished during this period. A new general store was built on Gloucester Road right beside the first location of the Saluda branch of the Bank of Middlesex right around 1930 (059-5124-0063).

The federal programs of the New Deal also resulted in improvements and additions to the courthouse square. The brick wall around the square was built by the WPA in 1936, while funds

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from the Federal Art Project were used to create the Middlesex County Museum.⁴¹ Dr. Douglas Southall Freeman suggested in a 1935 editorial in the Richmond Times Dispatch that the museum would be “the first county museum in Virginia”.⁴² The Museum was sponsored by the Middlesex County Women’s Club and first housed in the old Clerk’s office on the courthouse square. It operated from 1935 until 1942 when the federal funds that supported it were redirected to World War II and it was forced to close. It reopened in the Clerk’s office in 1975 and moved to its present location in a former service station on General Puller Highway in 1998 (059-5124-0025). The Middlesex County Historical Society operates a visitor’s center out of the adjacent dwelling.

The road improvements of this era and the increased ease of travel also had ramifications for the school system. As school buses became more prevalent and students and teachers were able to travel further distances faster, the school system consolidated all secondary education for white students in the county at the location of Saluda High School. In 1949, an addition consisting of an auditorium, gymnasium, and several classrooms was appended to the old Saluda High School and the consolidated school was renamed Middlesex High School (059-5124-0065).⁴³ For African-American students, secondary education was available east of Saluda in the community of Cook’s Corner. A Rosenwald Fund-sponsored training school was first built in Syringa, east of Cook’s Corner, in 1917. When the so-named Middlesex Training School was destroyed by fire in 1936, the rebuilt school was relocated to a site in Cook’s Corner in 1938. This new Middlesex Training School was renamed St. Clare Walker High School in 1948 to honor St. Clare Walker, long time principal of Middlesex Training School and advocate for African-American education.

In the 1940s, it was the improved road system and interstate travel that caused Saluda to be the location of an event that would go on to have much wider ramifications in the fight for Civil Rights. On July 16, 1944, Irene Morgan, an African-American woman from Gloucester County was a passenger on a Greyhound bus traveling from Old Hayes Store in Gloucester to Baltimore when she was asked to give up her seat on the crowded bus to make way for white passengers. She refused and the bus driver pulled over in Saluda and summoned the sheriff. The sheriff boarded the bus with a warrant for her arrest. Morgan tore up the warrant, threw it out the window, and kicked the sheriff in the genitals; she was arrested and jailed in Saluda, charged with resisting arrest and violating the state’s segregation statute (Virginia law required racial segregation on commercial interstate buses). Her mother bailed her out and on October 18, 1944, Morgan appeared in court in Saluda with her attorney, Spottswood Robinson, where she pled guilty to resisting arrest and was fined \$100. She refused to plead guilty on the segregation offence, however, and refused to pay the \$10 fine when she was convicted. With the assistance of the State Conference of the NAACP, she appealed her case through the lower courts all the way to the U.S. Supreme Court. Her lawyers, Thurgood Marshall and William Hastie, argued that Virginia’s segregation law was an undue burden on interstate commerce. The Supreme Court ruled in 1946 that the segregation of passengers on interstate transportation was unconstitutional. While the bus companies would go on to create their own Jim Crow rules to get

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around the ruling, Morgan's stand encouraged continued civil resistance to segregation among African-Americans and paved the way for Rosa Parks and the Civil Rights challenges of the 1950s and 1960s.⁴⁴

1951-1968, Tourism, Recreation, and Real Estate

The second half of the 20th century saw a decline in farming and oystering as the backbone of the economy in Middlesex County, and a rise in recreational tourism and waterfront real estate. Continued improvements to the road system increasingly connected Middlesex to the outside world, making it easier for residents to commute to Richmond and Hampton Roads for work, and easier for tourists to travel to Middlesex to enjoy the recreational opportunities of life on the river. Businesses established during this period, like the Saluda Motor Court (059-5124-0050), The Boxwoods (059-5124-0051), and Mason's Realty (059-5124-0060), are representative of this economic pivot toward tourism and real estate and Saluda's continued significance as a commercial hub, while the construction of a new bank (059-5124-0062), new Saluda Baptist Church (059-5124-0031), and new post office (059-5124-0061) indicate that these established institutions continued to thrive and provide continuity to the community. With the decline in agriculture, Saluda, as a centrally located, established community continued to be a desirable location for new modest residences, a continuation of a trend that started in the 1920s. African-Americans in Saluda and Middlesex County continued to advocate for equal rights for themselves and for their children especially when it came to education. Nearly 20 years after Irene Morgan was jailed in Saluda for failing to give up her seat, Middlesex High School was first integrated by 13 African-American students in 1963, and the school system was fully integrated in 1969 (see above).⁴⁵

One of Saluda's most famous residents moved to the village in the mid-20th century. Lieutenant General Lewis Burwell "Chesty" Puller and his family purchased a Cape Cod house along Gloucester Road (732 Gloucester Road, 059-5124-0006) in 1955. "Chesty" Puller is the most decorated marine in the history of the United States Marine Corps and is the only marine to receive five Navy Crosses for valor, the United States Navy's second highest decoration after the Medal of Honor. He served in Haiti, Nicaragua, World War II, and the Korean War. Puller was born in West Point but his wife, Virginia Montague Evans, was from Middlesex and they decided to settle with their family in Saluda following Puller's retirement. The Puller's attended Christ Church, just east of Saluda on General Puller Highway (Route 33) and he was buried there in 1971. He has become a national symbol of the Marine Corps and is worshiped by all marines. Every year, young marines complete a 68-mile memorial run from Fort Lee to his gravestone at the cemetery at Christ Church.⁴⁶

According to local residents, the post office, which was located for many years in the late 19th and early 20th centuries in the Neale and Smither General Store located on the northwest corner of the four-way intersection, was located in the second quarter of the 20th century in a small building that was located where the bank building is today. As central gathering spots that drew people from all over the surrounding community, post offices have a long history of being

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important focal points in small towns and villages. The post office is currently housed in a leased building that was completed in 1968 along the main commercial corridor, across from the bank and in between the former general store and realty company. It remains an important fixture in the community, drawing people into Saluda.

Saluda Baptist Church is also an old institution occupying a newer building. Founded as Clark's Neck Baptist Church in 1842, Saluda Baptist Church changed its name in 1938. The current sanctuary building was completed in 1968 and the fellowship hall wing was added in 2001. The current building occupies the same site as an earlier Clark's Neck Baptist Church building, which is shown on the 1921 Sanborn map. Antioch Baptist Church broke away from Clark's Neck Baptist Church in 1866 to form their own African-American congregation. Saluda Baptist Church remains an important community institution that, like the post office, the courthouse, the high school, and the other churches in the village, pulls residents from surrounding rural areas into Saluda. The period of significance ends in 1968 with the construction of new buildings to house these established, historic institutions.

Conclusion

In some ways, of course, Saluda has changed over the years. The transportation corridors that provided the very justification for the relocation of the courthouse, have brought heavy vehicular traffic even as a U.S. 17 Bypass now carries through traffic past the village on the west. National chains like Exxon and BB&T have taken the place of Mr. Haney's gas station and the Bank of Middlesex. Smither's and Neale's store is gone, along with the Saluda Hotel. The high school athletic complex now extends all the way to Gloucester Road and a nursing and rehabilitation center occupies a large parcel along Gloucester Road that used to be the site of the childhood home of Edmund J. and John D. Smith. Additional office space has been developed close to the center of the village. And a new courthouse and jail have been built just north of the historic district. But in other ways, Saluda has not changed much since the 19th century. It remains the county seat and home of the courthouse, and the business of local government still brings county residents to Saluda on a daily basis. The major transportation corridors of "the county road"/Main Street/Rt. 33/General Puller Highway and Middlesex Ridge Road/Gloucester Road/U.S. 17 still form the nexus of the village bringing customers, patrons, and tourists to the commercial establishments, museums, and institutions that call Saluda home. Oakenham still stands in the middle of it all, sequestered beneath vines on a 10-acre lot. Three churches still exist within site of the court square, drawing residents from the greater area together and supporting the community in a variety of ways. Two schools still stand on the edges of the district, one of which continues to educate children from all over Middlesex County. And the plan of the village remains intact, with the courthouse at the crossroads and businesses, churches, schools, and dwellings spreading north, south, east, and west, with dwellings on large lots and commercial properties on small ones. Thankfully the changes have not altered the overall character of Saluda, and the Saluda Historic District retains sufficient integrity to convey its

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significance in the areas of Government, Law, Commerce, Ethnic Heritage: African American, Education, and Architecture.

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Middlesex County Clerk's Office, Local Record Room. Saluda, Virginia.

Middlesex County (Va.) Plats, 1823-1953. Local Government Records Collection, Middlesex
County (Va.) Court Records. The Library of Virginia, Richmond, Virginia.

Peters, John O. and Margaret T. *Virginia's Historic Courthouses*. University Press of Virginia,
Charlottesville, 1995.

Settle, John and Larry S. Chowning. *Saluda District Cultural and Historic Resource Survey
Report*. Prepared for the Middlesex County Museum and Historical Society, 2017.

Southside Sentinel, Urbanna, Virginia. Issues available online through Virginia Chronicle.
<https://viriniachronicle.com/?a=cl&cl=CL1&sp=SSE&e=-----en-20--1--txt-txIN----->

Personal Communications

Larry S. Chowning, local historian and author

Saluda Historic District
Name of Property

Middlesex County, VA
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John Settle, author

Members of Antioch Baptist Church - Hallie J. Holmes, President of Usher Board; Mrs. Diane Johnson, Trustee and Sunday School Superintendent; Mrs. Julia Graham, Secretary of Missionary Board

Velma Gray, Local resident

Clark Gray, Local resident, owner of The Boxwoods

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

Name of repository: Library of Virginia; Middlesex County Museum and Historical Society

Historic Resources Survey Number (if assigned): VDHR #059-5124

10. Geographical Data

Acreage of Property 258.3 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: 37.610100 Longitude: -76.604250
2. Latitude: 37.609380 Longitude: -76.594460

Saluda Historic District
Name of Property

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- | | |
|------------------------|-----------------------|
| 3. Latitude: 37.604390 | Longitude: -76.586650 |
| 4. Latitude: 37.601160 | Longitude: -76.599480 |
| 5. Latitude: 37.607110 | Longitude: -76.601970 |
| 6. Latitude: 37.604730 | Longitude: -76.605490 |

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 boundaries of the historic district are shown on the attached sketch map. The district encompasses the core of the village of Saluda with the courthouse at the center and follows the primary roads north, south, east, and west to capture the associated residential resources.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries were selected to include the area covered by the first 1851 plat of the village and the 1921 Sanborn map of Saluda, along with the later development that extended east, west, and south. To the north, the boundaries were drawn to include Antioch Baptist Church and Antioch Elementary School but to exclude the non-historic jail and new courthouse. To the west, the boundaries were drawn to include Middlesex High School, which has an important history. Beyond the school to the west, large, non-historic commercial operations and U.S. 17 Bypass change the character of the area. To the east, the boundary was drawn at the point where increasingly larger lots and non-historic residences and a church gave the area a more rural character than that found in the village. To the south, the boundary was drawn to exclude a mid-20th century residential development located on former Oakenham property to the east of Gloucester Road because the character of this area is different from that represented by the rest of the village. The boundaries also include the main house and associated 10-acre parcel of Oakenham because of the important role that the builder, Thomas W. Fauntleroy, played in the development of the village.

Saluda Historic District
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11. Form Prepared By

name/title: Kristin H. Kirchen, Architectural Historian
organization: Iron Dog Preservation, LLC
street & number: 532 Pantela Drive
city or town: Bon Air state: Virginia zip code: 23235
e-mail irondogpreservation@gmail.com
telephone: 804-516-8200
date: April 16, 2020

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.)

1. Plan of Saluda, Surveyed by P.T. Woodward, 5th December 1851 at the request of John P. Bristow and Thomas W. Fauntleroy. From Middlesex County Deed Book 27, page 1.

2. Sanborn Map Company, "Saluda, Virginia," March 1921. "Main Street" is present day General Puller Highway, "W. Court Sq. and New Alley" are present day Oakes Landing Road, "E. Court Sq." is present day New Street.

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

Name of Property: Saluda Historic District
City or Vicinity: Saluda
County: Middlesex County State: Virginia
Photographer: Kristin H. Kirchen
Date Photographed: November 2019-February 2020

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

Saluda Historic District

Middlesex County, VA
County and State

Name of Property

- | | |
|------------------|---|
| 1 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0001
Middlesex County Courthouse (059-0008), South elevation |
| 2 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0002
Looking north down Oakes Landing Road, Antioch Baptist Church (059-5124-0003) in background, Jail in foreground |
| 3 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0003
Standing on southwest corner of main intersection looking northeast at courthouse square, with Antioch Church to the left and Centenary Church (059-5124-0004) to the right |
| 4 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0004
Looking north down Gloucester Road towards Courthouse |
| 5 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0005
Looking south down Gloucester Road from near main intersection |
| 6 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0006
Looking west past courthouse from New Street intersection |
| 7 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0007
Southeast corner of the main intersection of General Puller Highway and Gloucester Road, looking southeast |
| 8 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0008
Looking west down General Puller Highway, Middlesex County Museum and Visitor Center |
| 9 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0009
Looking east down General Puller Highway towards Courthouse, Middlesex County Visitor Center in foreground, Courthouse in background |
| 10 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0010
Looking east down General Puller Highway, 1134 General Puller Highway (059-5124-0037) on the right |
| 11 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0011
Oakenham (059-0023), south elevation |
| 12 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0012
Antioch Baptist Church (059-5124-0003), south elevation |
| 13 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0013
Antioch Elementary School (059-5124-0003), southeast oblique |
| 14 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0014
Centenary Methodist Episcopal Church (059-5124-0004), southwest oblique |

Saluda Historic District

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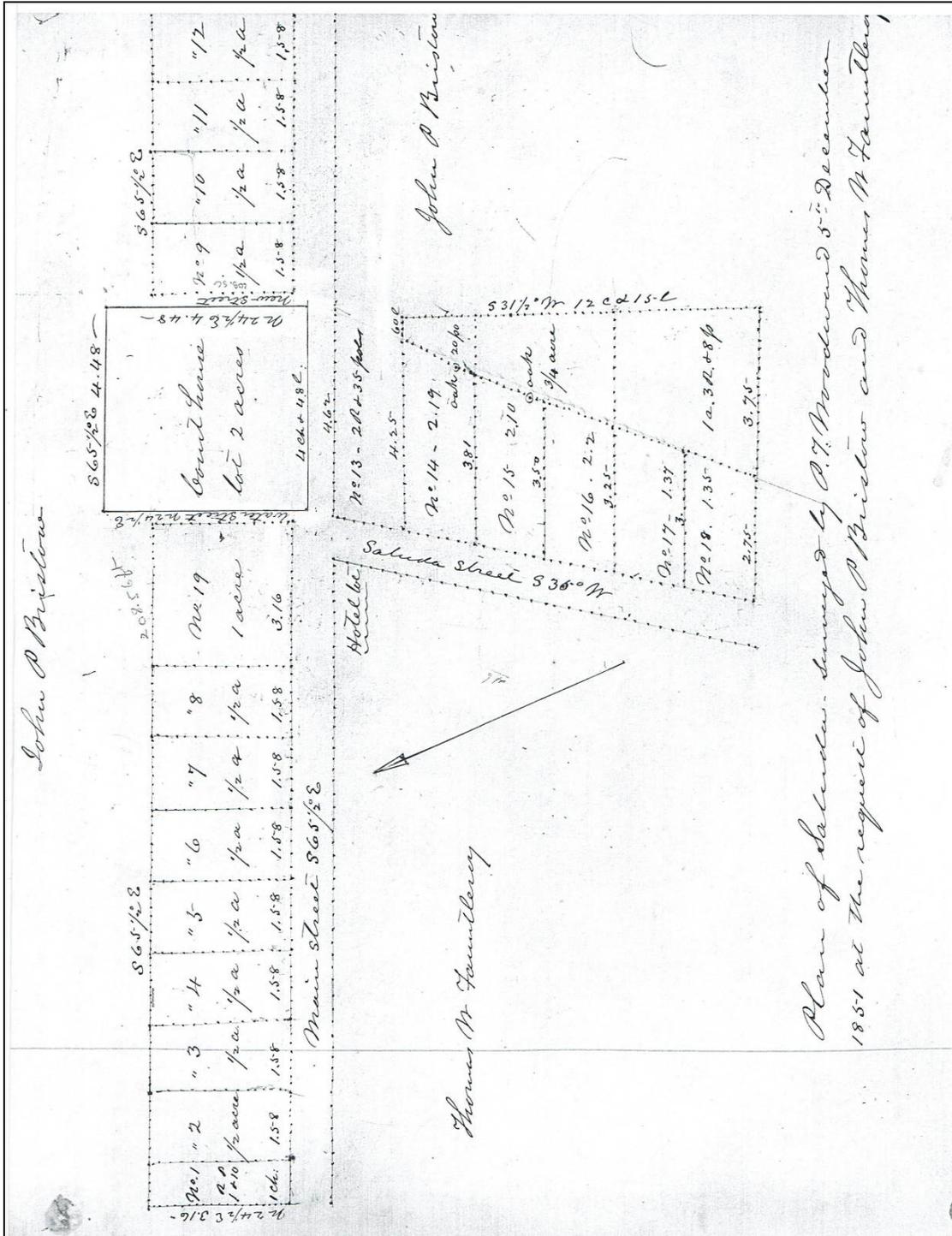
- | | |
|------------------|--|
| 15 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0015
Saluda Baptist Church (059-5124-0031), northwest oblique |
| 16 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0016
McCandlish House, 697 General Puller Highway (059-5124-0022), south elevation |
| 17 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0017
Faulkner Funeral Home, 15 C.F. Edwards Lane (059-5124-0008), southeast oblique |
| 18 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0018
Saluda Motor Court (059-5124-0050), southeast oblique |
| 19 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0019
Bank of Middlesex, Saluda Branch (059-5124-0062), southeast oblique |
| 20 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0020
837 Gloucester Road (059-5124-0057), East elevation |
| 21 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0021
793 Gloucester Road (059-5124-0054), southeast oblique |
| 22 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0022
629 Gloucester Road (059-5124-0047), northeast oblique |
| 23 of 23
View | VA_MiddlesexCounty_SaludaHistoricDistrict_0023
Segar House, 564 General Puller Highway (059-5124-0016), north elevation |

Historic Images Log

1. *Oakenham (059-0023), undated. Source: Middlesex County Museum and Historical Society.*
2. *Survey of Oakenham, 1877. Source: Middlesex County (Va.) Plats, Library of Virginia.*
3. *Looking west down Main Street (present day General Puller Highway) from approximately the intersection with New Street, ca. 1935. Courthouse on the right. Photo from Middlesex County Museum and Historical Society.*
4. *Antioch Baptist Church, ca. 1930. From the Middlesex County Museum and Historical Society.*
5. *Neale's Store, Saluda, Va. Undated, probably ca. 1920. From the Middlesex County Museum and Historical Society.*
6. *Hotel Saluda, Saluda, Va. Undated. From the Middlesex County Museum and Historical Society.*
7. *Saluda Motor Company/E.C. Gray Gas Station, undated. Photo from Middlesex County Museum and Historical Society.*
8. *Gloucester Road, looking north, ca. 1920. From the Middlesex County Museum and Historical Society.*

Saluda Historic District
 Name of Property

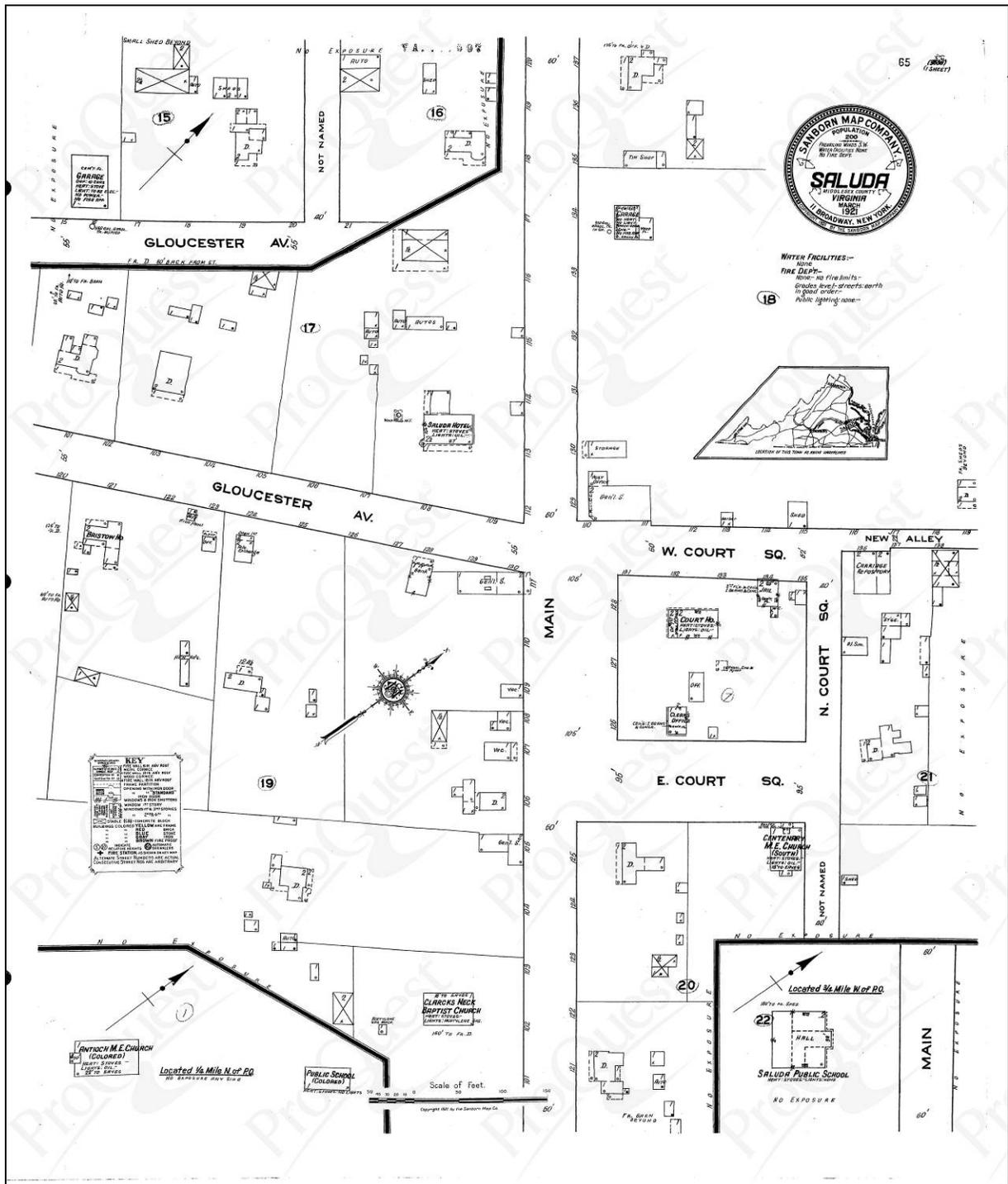
Middlesex County, VA
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1. Plan of Saluda, Surveyed by P.T. Woodward, 5th December 1851 at the request of John P. Bristow and Thomas W. Fauntleroy. From Middlesex County Deed Book 27, page 1.

Saluda Historic District
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- Sanborn Map Company, "Saluda, Virginia," March 1921. "Main Street" is present day General Puller Highway, "W. Court Sq. and New Alley" are present day Oakes Landing Road, "E. Court Sq." is present day New Street.

Saluda Historic District

Name of Property

Middlesex County, VA

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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.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.

ENDNOTES

¹ Chowning, Larry S. and Archie Soucek, eds. *Signatures in Time: A Living History of Middlesex County, Virginia*, (Middlesex County Board of Supervisors, Saluda, Virginia, 2012)150-151.

² Middlesex County Courthouse, County Clerk's Office, Record Room, Deed Book 27, Page 1.

³ Chowning, 150.

⁴ Middlesex County (Va.) Plats, 1823-1953. Local Government Records Collection, Middlesex County (Va.) Court Records. The Library of Virginia, Richmond, Virginia.

⁵ Chataigne, J.H. & Co. *Chataigne's Virginia Business Directory and Gazeteer*. J.H. Chataigne & Co., Publishers, Richmond, Virginia, 1880-1898.

⁶ Gray, Louise E., Evelyn Q. Ryland, and Bettie J. Simmons, *Historic Buildings of Middlesex County Virginia, 1650-1875*, (Delmar Printing, Charlotte, North Carolina, 1978) 211.

⁷ Peters, John O. and Margaret T, *Virginia's Historic Courthouses*, (University Press of Virginia, Charlottesville, 1995) 104.

⁸ Gray, 343.

⁹ Middlesex County Clerk's Office, Local Record Room, Saluda, Virginia. Deed book 29, 296.

¹⁰ Chowning, 147.

¹¹ Bogger, Tommy L., Ph.D, *A History of African Americans in Middlesex County, 1646-1992*, (Nohill, Inc t/a HS Printing, White Stone, Virginia, 1994) 55.

¹² Chowning, 299.

¹³ Chowning, 309.

¹⁴ According to Ms. Gray's book on historic Middlesex houses, R.M. Clements operated a blacksmith's shop just to the north of the courthouse square by 1860. R.M. Clement is listed as an undertaker in Saluda in the 1884-1885, 1888-1889, and 1897-1898 Chataigne's Virginia Gazeteer and Business Directory, and a 1900 advertisement from the Southside Sentinel advertises that R.H. Clements and Bro. were in business as blacksmiths, wagon and carriage builders, and were also able to provide a full line of caskets and coffins and provide a hearse "on short notice." Gray maintains that Edwards took the business over from Clements in 1900 and operated it until 1930 in the same location. She says the building was dismantled in 1932. (Gray, 249).

¹⁵ Bogger, 53.

¹⁶ Bogger, 55.

¹⁷ All information about school integration from Chowning, 346-348.

¹⁸ Chowning, 151.

¹⁹ Peters, index.

²⁰ Peters, 104.

²¹ Peters, 104.

²² Deed Book 27, page 106 and Book 27, page 37; also, the Hotel first appears in the Land Tax Book in 1855 valued at \$2,000 per Gray, 176.

²³ Deed Book 21, page 160; Book 21, page 418; Book 21, page 440; Book 21, page 441.

²⁴ Chowning, 178-180.

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²⁵ Chowning, 220.

²⁶ Chowning, 219, 236, 230.

²⁷ Bogger, 41.

²⁸ Chowning, 266.

²⁹ Chowning, 266.

³⁰ In his book, Chowning notes, "Throughout county history nothing seems to have raised the blood pressure of Middlesex residents more than the emotions which surrounded the location of their county seat." He relates a local story that the referendum in 1849 on whether or not the courthouse should be moved from Urbanna was deadlocked in a tie vote until the "...deciding vote was cast by a bitter opponent of the Urbanna location who had to be brought in on a stretcher to the courthouse to cast his vote." He further relates that, "Legend also remembers that for many years thereafter, some Urbanna residents were so distraught over moving the courthouse that, when they passed through the village, they would turn their heads away from the building in protest." 149-151.

³¹ Southside Sentinel, Vol 97, no. 8, Feb. 20, 1992, p. 15.

³² Gray, 176.

³³ Southside Sentinel, Vol. 108, no. 27, Oct 3, 2002, p. 10.

³⁴ Chowning, 299.

³⁵ Bogger, 75.

³⁶ Chowning, 305.

³⁷ Chowning, 269.

³⁸ Personal communication, Hallie Holmes, Diane Johnson, Julia Graham.

³⁹ Chowning, 309.

⁴⁰ Southside Sentinel, Vol. 108, No. 27, Oct. 3, 2002, p. 10.

⁴¹ Chowning, 249.

⁴² Chowning, 314.

⁴³ Chowning, 271.

⁴⁴ Encyclopedia Virginia, Morgan v. Virginia (1946). Electronic document, accessed March 4, 2020.
https://www.encyclopediavirginia.org/morgan_v_virginia

⁴⁵ Chowning, 348.

⁴⁶ Chowning, 340.



LOCATION MAP

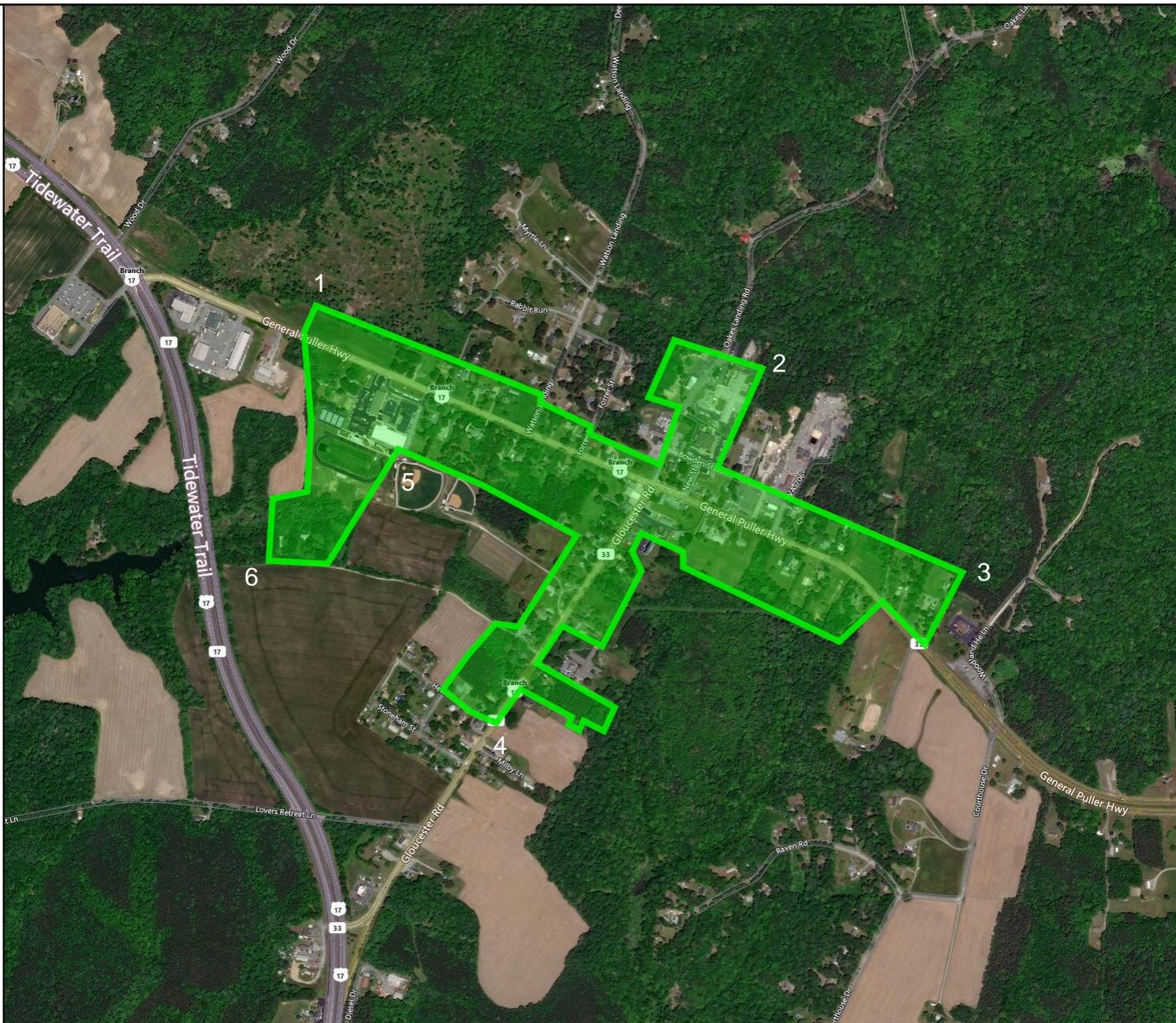
Saluda Historic District

Middlesex County

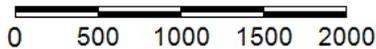
DHR File No. 059-5124

Historic Boundary Coordinates

- 1. Lat: 37.610100 Lon:-76.604250
- 2. Lat: 37.609380 Lon:-76.594460
- 3. Lat: 37.604390 Lon:-76.586650
- 4. Lat: 37.601160 Lon:-76.599480
- 5. Lat: 37.607110 Lon:-76.601970
- 6. Lat: 37.604730 Lon:-76.605490



Feet



1:18,056 / 1"=1,505 Feet

Title:

Date: 4/2/2020

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.

Saluda Historic District
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DHR #059-5124

- Contributing
- Non-contributing
- Photo Key

