

Buckland

*A rare American example of an
18th Century English village*

Both Buckland Hall and the Town of Buckland stand on the "Broad Run Tract" originally owned by the sixth Lord Fairfax, who conveyed this land to his agent, Robert (King) Carter. Carter conveyed the land to his sons and son-in-law, who in turn sold the land to Samuel Love in 1774.

Samuel Love's sons, Samuel, John, Charles, and Augustine, served as Virginia Regiment Officers during the Revolutionary War and returned to transform Buckland into a vibrant mercantile center. Soon, the distillery, stone quarry, blacksmith, tannery, stores, and a second mill called "Kinsley" built in 1794 by John and Charles, were operating. When Samuel Love the elder died in 1787, John Love inherited the main house.

By the end of the eighteenth century there were additional shopkeepers, a wheelwright, cooper, apothecary, boot and shoe manufacturer, saddler, woolen factory, two taverns, and a church.

In 1797, by petition to the Virginia General Assembly, John Love laid out a grid of lots around the irregular cluster of earlier shops and outbuildings.

*The General Assembly established
the forty-eight lot Plan of the Town
on 15 January 1798.*

BUCKLAND

*Rare surviving
cultural landscape*

The entire 48-lot town plan and town common remains largely intact and most streets are still visible in the modern landscape, with 21 existing buildings, including:

Buckland Hall
Battle of Buckland Mills Battlefield
Buckland Mill & Miller's House
Kinsley Mill Foundation
The Post Office
St. Luke's Church
Brooks Tavern
Robinson Tavern
Distillery
The Ned Distiller House — "free man of colour"
Slave Quarters
The Dr. Brown House
The Isaac Meek House & The Richard Gill House
The Hampton-Trone House
Cerro Gordo Farm House
Portions of McAdam Turnpike
Buckland Bridge Stone Abutments
Indian Burial Ground

*"Buckland has the unique potential
to teach generations to come much about
American values, especially the role of free
enterprise, in the development and growth
of the United States during its founding
years between the American Revolution
and the Civil War Era."*

—DR. WILLIAM KELSO
Director of Archaeology Jamestown Rediscovery
Association for the Preservation of
Virginia Antiquities

BUCKLAND HISTORIC DISTRICT



Early-American Business Community
19th Century Stagecoach Town & Virginia Turnpike
Civil War Battlefield • Indian Burial Ground

Help save our cultural heritage!
BUCKLAND PRESERVATION SOCIETY
www.bucklandva.org

It was rare in the Civil War for battles to last into the night, but Stuart and Fitzhugh Lee knew they were in advantageous positions to continue their charges of Kilpatrick's division. The battle was unique from a tactical perspective, as Joseph McKinney has written: "Seldom have commanders attempted such a complex and risky scheme of maneuvers. It is even more remarkable that Stuart and Lee were successful in executing their plan almost exactly as envisioned."

Using knowledge of terrain, connecting roads, and the high waters of Broad Run to their advantage, the Confederate cavalry placed Union cavalry & infantry in vulnerable positions throughout the day and night of October 19th, a series of accomplishments that allowed Stuart to confidently write that, "the rout was the most complete that any cavalry has ever suffered during this war."

Major Gen. J.E.B. Stuart, US
Major Gen. J. Kilpatrick, US



**BUCKLAND
PRESERVATION SOCIETY**
8230 BUCKLAND MILL RD
GAINESVILLE, VA 20135
TO BECOME INVOLVED IN THE
PRESERVATION
OF THE BUCKLAND BATTLEFIELD CALL
703-754-4000
WWW.BUCKLANDVA.ORG

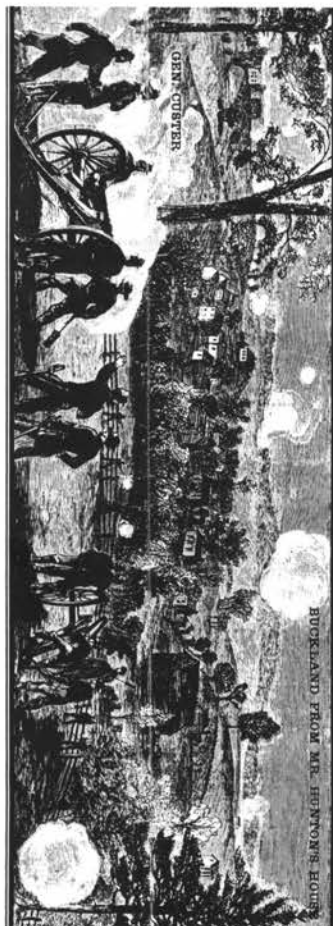


Rec'd 5/5/08

Custer rode up with his staff and escort, and halted in the road, making a conspicuous group. Stuart's cannons planted a shell right in their midst, which caused a lively scattering, as they had no desire to be made targets of for that kind of artillery practice.
—JAMES H. KIDD
OF THE 6TH MICHIGAN CAVALRY

The hills around Buckland were crucial cover for Custer's relatively safe retreat over Broad Run.

THE TOWN OF BUCKLAND



BUCKLAND RACES
BATTLE OF BUCKLAND MILLS
OCTOBER 19TH 1863 ~ 10 A.M. TO 10 P.M.

JOHN LOVE

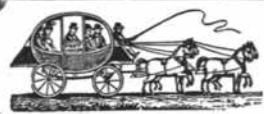
Virginia lawyer and politician; Virginia House of Delegates 1805-1807, United States House of Representatives 1807-1811 and Virginia State Senate 1816-1820.



BUCKLAND HALL

Built 1774

Home of John Love from 1787-1840, who farmed the land, bred horses, and operated a stone quarry, distillery, and wheat mills.



STAGE COACH INN

Built in 1824

Buckland was an overnight stop on William Smith's Stagecoach Line.

THE NED DISTILLER HOUSE

Built in 1819

Home of Ned Distiller, "free man of colour."

ST. LUKE'S CHURCH

Built in 1856

THE HAMPTON-TRONE HOUSE & BLACKSMITH SHOP

Built in 1825

TURNPIKE TOLLGATE

Samuel King of Buckland, "freeman of colour," emancipated his wife Celia and others in 1811. Celia King operated the Turnpike tollgate at Buckland and sold horse-shaped molasses cookies there for many years.

THE RICHARD GILL HOUSE

Built c. 1785

SAMUEL LOVE'S STORE

Built c. 1785



BUCKLAND MILL & MILLER'S HOUSE

Built in 1771, Rebuilt in 1899
The original grist mill served as the center of the development of the town.



MILL STREET

Buckland is a rare American example of the familiar axial English village pattern. The Main Street of the Town extends from the main house entrance gate.

BROOKS TAVERN

Built 1790

In 1825, General Lafayette and President Monroe were entertained at Brooks Tavern on the last leg of Lafayette's, 13 month triumphant tour of the United States.



PENNINGTON'S BATTERY, U.S.

October 19, 1863



BUCKLAND BRIDGE

Built in 1807

First shots of the Battle of Second Manassas were fired on the bridge when Pope's troops engaged in a local skirmish August 1862.

CERRO GORDO FARM

Gen. Custer's artillery fired on Confederate cavalry from here during the Battle of Buckland.

DISTILLERY

Rather than assuming the name of another, one former slave who must have been proud of his work in the Buckland Distillery, called himself "Ned Distiller" and is listed on the 1810 census as freed.



The Noted Horse



Mahomet.

AMERICAN THOROUGHBREDS

The blood lines of stallions bred from imported Arabian and European horses by John Love, and his brother Samuel Love Jr., in Salisbury, are among the origins of the modern thoroughbred.

TANNERY



ROBINSON TAVERN

Built 1815

POST OFFICE

Built in 1800

The Pony Express and mail coaches passed through town.

FIRST MCADAM ROAD IN VIRGINIA

French Engineer Claudius Crozet, bridge builder for Napoleon, appointed Virginia state engineer in 1823 used a revolutionary stone paving system, invented by John Loudon McAdam in 1816, for the turnpike at Buckland.



PEST RESISTANT WHEAT

John Love grew a strand of wheat called "The Lawler," which had a natural resistance to the Hessian Fly, an insect that eventually devastated U.S. wheat crops during the nineteenth century.



HORSE BREEDING

In 1789, George Washington bought a horse, from Love at Buckland, "for his own use." The Loves furnished McHenry, Secretary of War under President John Adams with "a number of horses for the United States Army" in 1799.

KINSLEY MILL & HOUSE

Built 1794

John and Charles Love built Kinsley grist mill. By 1796 John Love built a third mill upstream, using Oliver Evans' machinery, for the production of wool.



FAUQUIER-ALEXANDRIA TURNPIKE

Congressman John Love formed the Fauquier-Alexandria Turnpike Company in 1808 to make a turnpike road from Fauquier Court House to Buckland and then to the Little River Turnpike Road.



BUCKLAND

EST. JANUARY 15, 1798

1835 population; "130 whites; of whom 1 is a physician; and 50 blacks."

"a romantic, lively, business doing village, situated on a rapid, rolling stream...several manufactories are propelled by this stream which adds much to the scenery. Buckland owns the largest distillery I have seen in my travels. The buildings, vats and vessels are quite a show. There is also flour manufactory here on a very extensive scale - the stream is a fund of wealth to the citizens...encompassed with rising grounds and rocks, the roaring of the water-falls, and the town stretching up to the tops of the hills, was truly picturesque. ...a real Yankee town for business."

—Mrs. Anne Royall, a notoriously critical travel writer, followed the road to Buckland in her 1830 book, "Mrs. Royall's Southern Tour".