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CROSSROADS OF THE PAST:

A HISTORY OF HAYMARKET, VIRGINIA

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By

Robert L. Crewdson

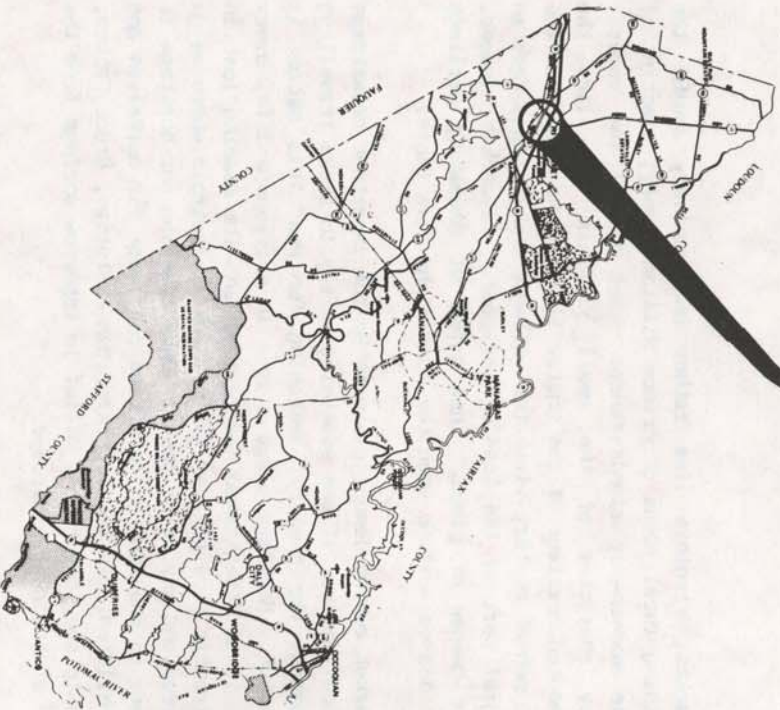
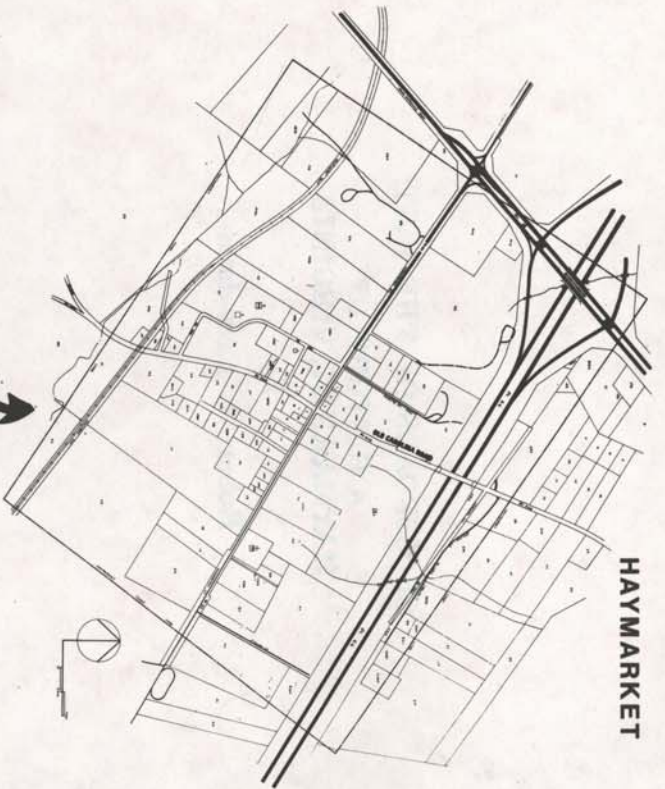
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**CROSSROADS OF THE PAST:
A HISTORY OF
HAYMARKET, VIRGINIA**

By
Robert L. Crewdson

Haymarket, Virginia lies rather unobtrusively amidst the remaining rural areas of Prince William County, boasting of little modern-day significance. Yet behind the modest, sleepy character of the small Virginia town lies the documented heritage of the United States. No longer do the famed men of history visit the village, and yet they form an integral part of the Town's character. Haymarket, indeed, has a "sense of place," that sense of community heritage which leaves a stamp upon the people who live there.

Haymarket can no longer claim to be the important crossroads it once was, yet it has something to say to those travelling throughout the country, searching for what this nation is all about. Heritage plays a role in everyone's life, every day. It is often taken for granted and its meaning lost in the frantic pace of the 1980's. Yet it controls where we go tomorrow and why we go there. Understanding our heritage is the key to the kind of future we can forge for ourselves and our children. As the late American historian, Bruce Catton, liked to say, "America's belief in tomorrow springs from the story of its own yesterdays."

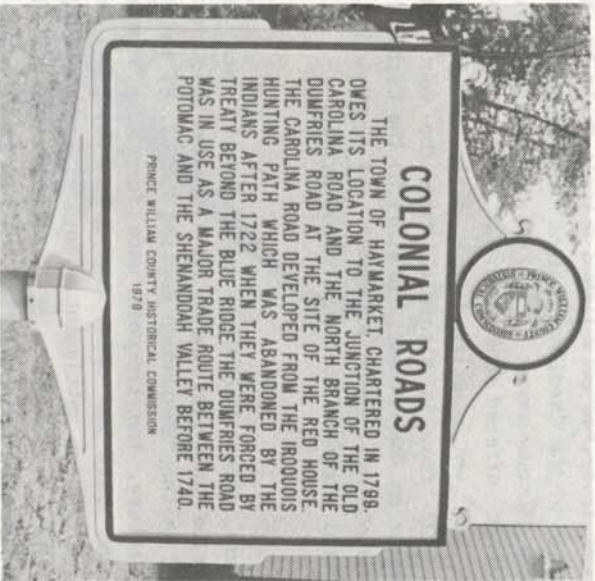


The origins of the Town of Haymarket lie in the untamed period of our nation's history, the pre-Colonial era, when native Americans roamed what is now the Piedmont region of Virginia. Sometime before the middle of the 17th Century, the origins of a road which would later pass through Haymarket began as an Indian trail that linked the Susquehannock Indians of Pennsylvania and Maryland with Indian tribes further south. This was first verified in a report by Colonel Abraham Wood which stated that the Susquehannock tribe had established a trade route to various Indian tribes in the Carolina region. Consequently, it was known as the "Susquehannock Plain Path." The route followed a course that offered the path of least topographical resistance and which skirted the early settlements in Tidewater. It ran, in Virginia, from the mouth of the Monocacy River on the Potomac, parallel to the Cactoctin and Bull Run Mountains through Haymarket and Brentsville, and across central Virginia to the Carolina border.

A few years after Colonel Wood's report, the warlike Iroquois tribe took over the trail from the Susquehannocks and renamed it the "Shenandoah Hunting Path." By the end of the 17th Century, the Iroquois were forced to change the course of the trail just below what is now Haymarket because of increased English settlement. Several years later, they abandoned the trail in favor of a new one which ran up the Shenandoah Valley. Consequently, the old trail began to be used by settlers. After its adoption by the white man, it was used as it had been by the Indians, as a through route from Pennsylvania to the Carolinas. German settlers in Maryland and Pennsylvania used the road to trade with other Germans as far south as the colony of Georgia. As this thriving, long distance trade prospered in the 1730's, the road took on the name "Carolina Road," which it holds to this day in the vicinity of Haymarket.

Not long after it assumed that name, the road became infamous by another name, the "Rogue's Road." Apparently, horse and cattle thieves became so commonplace that the Virginia Assembly decided to act. In 1742, the Assembly

ordered that all cattle drovers must carry a manifest and bill of sale for their cattle because "diverse vagrant people travel through this colony, from the northern provinces to the southern, peddling and selling horses; and either buy or steal great numbers of meat cattle which in their return back they drive through the frontier counties; and often take away with them the cattle of the inhabitants of the said counties."



Road Marker

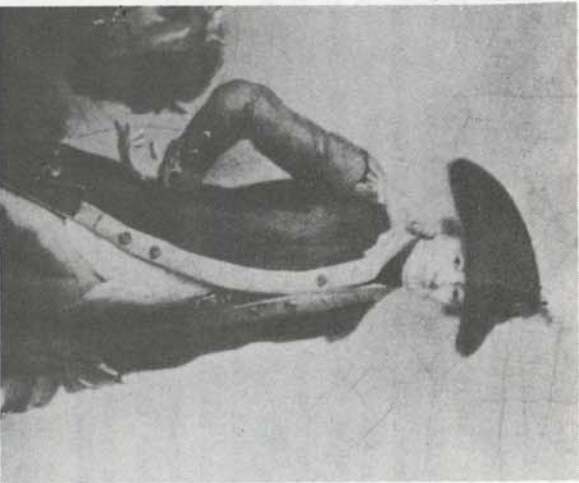
The Carolina Road found it difficult to shed its greatly renowned fame as a "Rogue's Road" throughout the remainder of the 18th Century. In fact, its reputation grew as the years went on, sometimes at the expense of truth. Romantic tales of highwaymen similar to those of medieval England circulated freely throughout the countryside and survive to our own day. Although there are no contemporary sources which tell of such Robin Hood characters, these tales point to the Road's characteristic frontier aspects, where anything could be expected to happen.

When the Colonies declared their independence in 1776 and thus officially inaugurated the American Revolution, the Carolina Road was in general use and therefore became subject to military use. The first major expedition to traverse the road during the Revolution was the march of the Saratoga Convention prisoners on their way to Charlottesville in January, 1779. Members of that group recorded the "exceedingly bad" road in their diaries, a road which found men sinking up to their knees in mud. They noted, however, the picturesque nature of the country and were terrified by its "wildness." Two and a half years later, General "Mad" Anthony Wayne marched his Pennsylvania brigade over the Carolina Road on his way to reinforce the Continental Army for the battle of Yorktown. General Wayne and his men camped at Red House, a then relatively new tavern along the Road at the present location of Haymarket. Also during the War, two non-military visitors traversed the Carolina Road and commented on Red House and vicinity. A Moravian bishop, Reichel, and his group were robbed prior to their reaching Red House, thus confirming the road's reputation. Upon reaching Red House, they were warned of lurking horse thieves. Philosopher Johann Schoepf commented on the horrendous condition of the Road and the marshy character of the countryside.

By the time the independent American States ratified the Constitution in 1788, the Road began to lose some of its important travel. Once the Capital was moved to Washington, all traffic from the south found a shorter route via Warrenton and Alexandria on one of the new turnpikes then being built all over Virginia. Although the Carolina Road continued to be an important inland route, by 1830 it had lost its status as a major route in the Mid-Atlantic region and was not included on a map of major roads in that region.

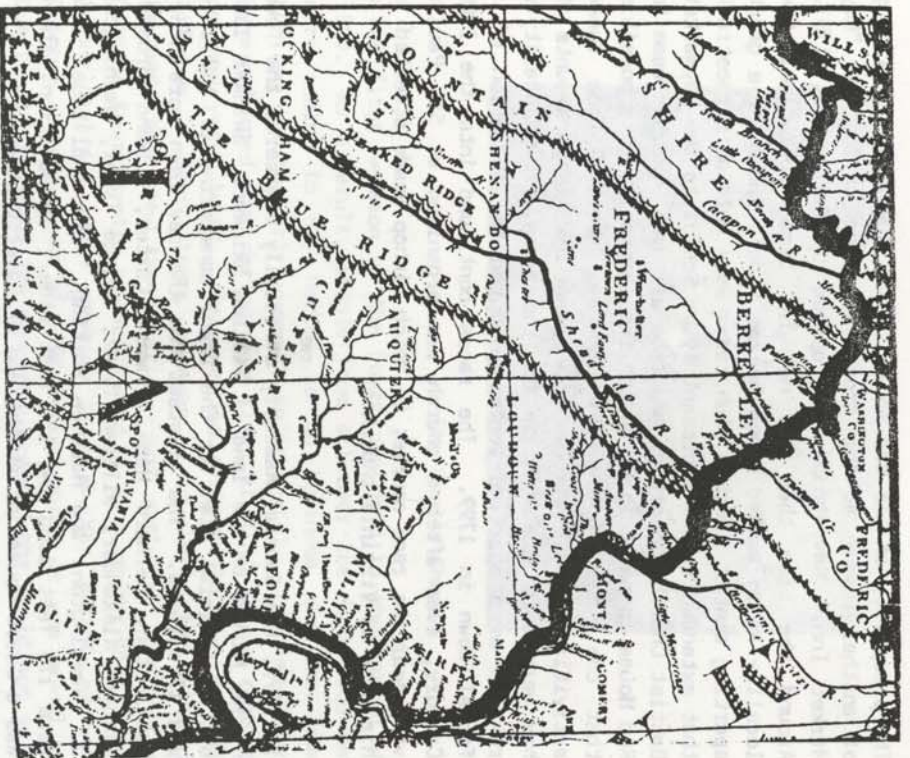
The road, however, enjoyed one more day in the limelight before it sank into obscurity. On August 24, 1825, General Marquis Lafayette, on his way to see James Monroe from a visit to Jefferson at Monticello, passed along the Carolina Road through Haymarket. Lafayette was escorted by Chief

Justice John Marshall and a squadron of Fauquier cavalry. People thronged the roadsides to catch a glimpse of the great Frenchman, bringing flowers and gifts. It was, indeed, a memorable day in the history of the Town. Although the Carolina Road was to lapse into insignificance and decay, Haymarket was to see more important events in the future, and on a grander scale.



General Marquis Lafayette

The Town of Hay Market grew up around that one early tavern known as Red House. Red House was one of many inns and taverns along the Carolina Road in the late-18th Century. The tavern itself was built by William Skinner, son of Samuel Skinner, a wealthy merchant from Bristol, England. William, who settled his father's Green Hill tract on the Carolina Road (future site of Hay Market), erected the tavern at the intersection of the Carolina Road and the Dumfries Road (now Route 55) sometime late in the 1770's. The tavern quickly became the most popular stopover in the area, so much so that Thomas Jefferson included it on his map of Virginia in 1787.



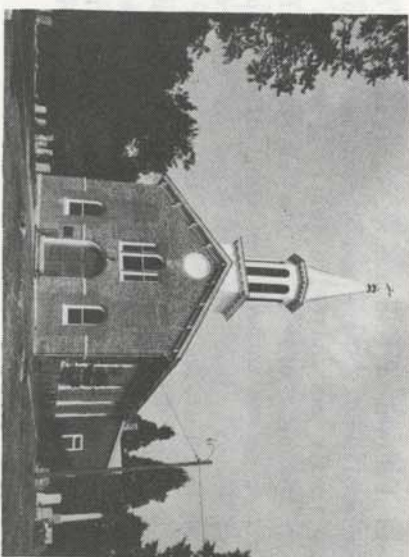
THOMAS JEFFERSON, 1787.

Its popularity stemmed from its valuable location. The Carolina Road was still in heavy use then and the Dumfries Road was a main trade artery in eastern Virginia. The Dumfries Road came into intensive use in the 1750's when Scottish merchants around Quantico Creek began trading with settlers further inland. The road connected the waterways of the eastern end of the County with the Shenandoah Valley. The Dumfries Road crossed the Carolina Road at Red House and was a major route in the region, and still is. Young surveyor George Washington and Lord Fairfax used the road many times.

The prosperity of the Red House tavern spawned the building of another tavern at the crossroads, one called the "Hay Market Inn." Hay Market Inn opened on October 4, 1787. Around the time that the new Inn began operation, the locality known as Red House became widely known as a great sporting center. Jockey Club races were held on a racetrack that extended from the present Tyler School to the Haymarket Baptist Church. Sporting men from all over Piedmont came to Red House to participate in the festivities. It is possible that the name of the new Inn was derived from these activities, for it was commonly known that large amounts of hay were sold at Red House for the races. The locality's reknown as a sporting center prompted the formation of a formal town in 1799. The races continued into the 19th Century, even after a church was organized at St. Paul's very near the race course, to which Bishop Meade attested in his book on Virginia churches.

In 1799, the General Assembly officially chartered the Town of Hay Market on the land of William Skinner. Skinner laid out an official plan for the Town, consisting of 140 lots and 13 streets. The trustees for the new town were Henry Washington, Bernard Hooe, Edward Carter, Edmund Brooke, Richard Alexander, William Tyler, George Tyler, Washington J. Washington, and Matthew Whiting. The individual lots were 175 feet long and 125 feet wide. In addition, there was a Court House lot at the end of Fayette Street.

The Court House lot was provided for a brand new district court house serving the counties of Fairfax, Loudoun, Fauquier, and Prince William. In 1799, it was decided that the Court House at Dumfries was too far from the center of the district and that a team of commissioners should select a new site. They selected the infant town of Hay Market as the appropriate site. Consequently, they built a courthouse, clerk's office, and jail at the present site of St. Paul's Church. Sometime in 1801, the new buildings were completed. The Hay Market Masonic Lodge, organized in 1802, was one of the first groups to use the Court House; their meetings were held in the gallery of the building.



St. Paul's Church

The first session of the Court was held in the spring of 1803. As a result, people from all over the four counties were coming to Hay Market to do business and the Town thrived in its early years. Unfortunately, the Red House tavern burned down during this time, although it was rebuilt several years later. The Town was destined to have a short life as a Court town, however. In 1807, the General Assembly abolished the District Court system in favor of a Circuit Court system to be located at each county seat. The first district court session held at Hay Market was in October and November of 1808, after which it was moved to Dumfries. In 1812, the Assembly ordered the buildings sold and they were bought by the Hygeia Academy, which was organized in 1814. The academy was forced to close down two years later because of financial problems.

For the next twenty years, the old Court House continued to be the focal point of community life. It served as a school for the Town's citizens, as a public meeting hall, and the front lawn as a playground for the Town children. A Methodist minister, the Reverend Parson Steele, labored throughout the 1820's to form a congregation in the old Court House. In 1830, the building was deeded to the Episcopal Church by the founder of the town, William Kinker, who had bought the property in 1822. In 1833, the building was named St. Paul's and consecrated by Bishop William Meade.

The Town was destined to live a quiet life once the district courts were abolished. There was a blacksmith shop run by the Hulfish family and the Smith family operated a tavern, probably on the site of one of the earlier taverns. A stagecoach line passed through the Town, with a stop at the rebuilt Red House. This line attested to the continued heavy use of the Dumfries Road. In 1850, the Town economy was given a boost by the building of the Manassas Gap Railroad on the southern side of the Town. As the 1850's wore on, the Town seemed to be slipping into peaceful content; but a rude awakening was in store for the quiet Virginia village.

The Town of Hay Market, like the entire State of Virginia, was rocked by the explosion at Harper's Ferry, Virginia in October, 1859. John Brown, self-appointed agent of God, and a group of men captured the United States arsenal at Harper's Ferry in a desperate attempt to ignite a slave uprising. Although he was quickly subdued by Colonel Robert E. Lee and United States Marines, John Brown had inaugurated the first skirmish between a divided nation, North and South. The raid struck fear into the hearts of Virginians and they quickly organized for the defense of the State. When the Prince William Rifles were officially created in November, 1859 at Hay Market, they were similar to other groups all over Virginia, ready to defend their homes against any sudden attacks from the North.

The "Rifles" were organized in 1860 under Captain George S. Hamilton with Grayson Tyler as 1st Lieutenant and Winston Carter as 2nd Lieutenant. The company frequently drilled on the old Court House lawn with their Springfield muskets. At the same time, the village boys ran through their own drills with wooden firing pieces. The "Rifles" included young men from all over the County. Among the Town residents in the Company were a Hulfish, a Jordan, an Ellis, and James E. Herrell who was 3rd Lieutenant.

In November, 1860, Abraham Lincoln was elected President and, one month later, South Carolina seceded from the Union. Other states quickly followed. Virginia held back, looking for ways to preserve the Union, but Lincoln's call for troops after the firing on Fort Sumter pushed Virginia into the Confederacy. Every man but one in Hay Market voted for secession. Apparently, that man was very nearly mobbed. The Prince William Rifles were incorporated into the 17th Virginia regiment as Company F in April, 1861. The Rifles camped out in Alexandria with the rest of the regiment until the Federal campaign began in July, 1861.

In July, the Federal Army moved into Virginia under the command of General Irvin McDowell. Refugees fleeing the advancing Federal army crowded into Haymarket and vicinity for safety. At Blackburn's Ford on Bull Run, the Union army met Confederate troops posted along the stream. The 17th Virginia and other regiments repulsed the Federals in a sharp fight. For the next few days, the opposing armies maneuvered for position. Just as the townspeople were sitting down to church on Sunday, July 21, cannons began thundering barely five miles away. As a young chaplain of the 1st Maryland (Confederate) was preaching the sermon in St. Paul's, he was interrupted by reports that the Southern forces had been defeated. The congregation scattered in panic; it was the last service at St. Paul's for six long years.

The citizens of Hay Market learned the truth later that day; the Confederate Army had won a smashing victory. Their elation soon dampened as the wounded streamed into Hay Market in need of shelter and medical attention. The Church was adopted as a hospital for the men of the 15th Alabama. The Church was quickly emptied of its furniture and straw was laid out in the form of a continuous bed along the interior walls. Everything that could be collected in the Town in the way of food and linen was brought to the Church and the women of the Town did what they could for their brave defenders. Although the inside of the Church was reserved for serious cases, a rainstorm soon drove all the

wounded into the one crowded building. Despite the heroic efforts of the townspeople, about eighty soldiers died and were buried in a long trench along the south side of the graveyard. Hay Market's first experience with war was saddening and terrible, yet more was to come.

A young boy of the Town, Charles Edward Jordan, later related an amusing incident that could be called, rather humorously, the "First Battle of Hay Market." As the Confederate Army withdrew from the Manassas-Centreville area in March, 1862, two soldiers dropped out of the ranks to see their family in Hay Market. They were James P. Jordan and John R. Jordan, the former serving in the "Old Dominion Rifles." As they were visiting with their family, a squadron of Federal cavalry galloped up and posted itself on a hill on the east end of Town. Pen, as he was called, ran out of the house into the woods across North Fork Creek and fired a single shot into the group of Yankees from a considerable distance. These men reported to their captain some distance away that the "woods were full of rebels," upon which the troops beat a hasty retreat.

After General Robert E. Lee repulsed the Union army around Richmond in June and July of 1862, he and General Stonewall Jackson devised a daring plan. Jackson would take his wing of Lee's army and make a long march around the flank of the Union Army under General John Pope, stationed along the Rappahannock facing Lee, and hit his rear at Manassas Junction. Jackson's route took him through Salem (Marshall), White Plains (The Plains), Thoroughfare Gap, and Hay Market along present Route 55. The plan was a complete success. Stonewall Jackson marched through Hay Market on the morning of August 26, and the only enemy soldiers in sight were some 12 or 15 stragglers picked up at Hay Market. The people of Hay Market threw open their storehouses to Jackson and his starving men. The children and ladies filled canteens along the roadside as quickly as they could.



General Stonewall Jackson

Soon after Jackson had cleared the Hay Market area, Federal cavalry swarmed in on the Town in an effort to determine Jackson's location. One Federal regiment, the 12th Pennsylvania, encountered Jeb Stuart's Confederate cavalry at Hay Market and were routed in a brief struggle. That evening, Jackson captured Bristoe Station, which started Pope's army in pell mell retreat from the vicinity of Warrenton. Troops began to pour into Hay Market on their way to Thoroughfare Gap in an attempt to stop Confederate reinforcements on their way to Jackson. Rickett's division of Federal troops, on the morning of August 28, left their knapsacks at Hay Market in an effort to hasten their movement.

Federal cavalry, under the command of General Bayard and Colonel Kilpatrick, was collecting at Hay Market in an effort to assist Ricketts. General Jeb Stuart learned of this and asked Jackson for permission to go out to Hay Market and try to take pressure off Longstreet's advancing Confederates. Stonewall consented and Stuart rushed to Hay Market with fragments of two brigades. Stuart immediately engaged the enemy, keeping up a brisk skirmish until the early afternoon of the 28th. Since he was accomplishing very little, Stuart broke off the engagement and returned to Jackson's main body at Groveton.

That night, Longstreet broke through the Gap and the Federals began retreating through Hay Market during the early morning of the 29th. Early the next morning, General Bayard and Colonel Kilpatrick had breakfast with the Jordan family. Shells began to fall into the Town as their troops skirmished with Longstreet's advancing forces. Longstreet, accompanied by commanding General Robert E. Lee, entered Hay Market that morning, capturing straggling Federals. They joined Jackson later on the 29th and fought the Second Battle of Manassas the next day. During the skirmishing on the 27th and 28th, townspeople attempted to care for some Federal wounded, casualties of the Battle of Groveton. Again, the Church was the main hospital. The dead were buried in the west end of the Church's graveyard. After the battle of Second Manassas, the Church was used to care for Confederate wounded. Several weeks after the battle, the Church was used by the 11th Alabama as a hospital when a disease incapacitated the regiment.

During September and October of 1862, Hay Market was given a brief respite from the rigors of war. October 16 brought the fight back into the Town. A Federal wagon train entered the Town with provisions for Federal cavalry operating in the area. From sources that are available, the train was guarded by a detachment of the 6th Iowa Cavalry. These men, shortly after entering the Town, sat down to a hot breakfast while they waited for the Federal cavalry to arrive. Minutes later, the guards were dismayed to find the entire 2nd North Carolina Cavalry charging down upon them from the road that led to the Gap (Route 55). The Confederates, firing as they charged, killed and wounded several Yankees and scattered the rest. The Confederates were able to capture all but two of the Federals. The Union loss was put at around 50. The Federal cavalry for whom the provisions were intended arrived about an hour after the engagement to find absolutely nothing.

Just a week after this engagement, Federal forces entered Hay Market in heavy force. They camped in the Town and vicinity to observe Lee's movements in the Valley. The

principal troops in Hay Market were those of the Federal XI Corps, mostly German in composition, or "German mercenaries" as the local people called them. The division assigned control of the Town was General Von Steinwehr's division of the XI Corps. Eleven days after they arrived, the townspeople's worst fears came true.

During the day of November 4, 1862, the Town of Haymarket was sacked thoroughly and meticulously. Soldiers entered the residences of citizens as they pleased and made off with such things as they wanted. Will and Charlie Jordan were sleeping soundly at 1 a.m. after a rather harrowing day when they were awakened by a fire at Garrett Hulfish's shop. They went to help put out what was initially thought to be an accidental fire. On the way there, however, they met Federals who ordered them to "Get out; we are going to burn the damn town." As the Jordans hurried home, soldiers began entering homes before residents knew what was going on and set fire to them. The townspeople fled their burning homes in their nightclothes.

Within an hour, the entire Town was blazing. Garrett Hulfish attempted to run up the stairs of his house to awaken his sleeping children but soldiers barred his way. When he did it anyway, Hulfish received a sabre-cut in his side and on his face. A few members of his family were slightly burned in the conflagration. Mrs. Newman's dying boy, Nixon, was rushed out into the cold night where the exposure sealed his fate several hours later. A Mr. Hale and wife were seen tramping down the Old Carolina Road the next morning, searching for shelter. Many residents, including the Jordans, were able to find solace at the home of Judge Tyler some 2 miles away.

The next morning, as the Jordans ate a breakfast of turnips roasted on the foundations of their home, they surveyed the damage. Several families were "huddled beside the few things they had managed to drag from their burning homes, wondering where they should go." All of the buildings in

the Town were burnt except four, St. Paul's and three small houses in that area. The burning was stopped there only because of orders from headquarters two miles away. The Town, because of fire, was virtually depopulated for the rest of the war. Incidentally, St. Paul's was burned sometime in the next year, after it had been used as a stable for Federal cavalry.

The first major incident after the burning occurred on June 21, 1863. On that day, Confederate and Union cavalry met in a sharp skirmish at Hay Market as Lee's army moved north towards Pennsylvania and Gettysburg. Four days later, the Federal I Corps moved into Hay Market on their way north to confront Lee. At the same time, Jeb Stuart approached the Town with two Confederate brigades from the direction of Glasscock's Gap. The ever gallant Stuart chose a good place for his artillery and proceeded to bombard the wagon train of the Federal I Corps as it moved through Hay Market on the Gap road (Route 55). Stuart recorded the results of his attack: "...opened with artillery on his passing column with effect, scattering men, wagons, and horses in wild confusion and compelled him to advance in order of battle to compel us to desist." Twelve days later, soldiers from the Hay Market area in the Eighth Virginia regiment participated in the grandest infantry charge of the war, Pickett's Charge, and suffered terrible losses.

Four months after the Battle of Gettysburg, a major engagement took place at Hay Market. During the day of October 19, 1863, Jeb Stuart routed General George Custer's division of Federal cavalry at Buckland as the two armies maneuvered for position in the Bristoe Campaign. Brigadier General Davies' brigade of Custer's division fled to Hay Market in an attempt to gain infantry reinforcement and escape the hard-riding Confederates. He found it in the form of the Federal I Corps. This body had been camped on the Carolina Road above Hay Market, but it hurried to the center of Town (Routes 55 and 625) when it learned of Davies' retreat. General Stuart, along with General Fitz Lee, nephew of Robert E. Lee, pursued Davies with men of two Confederate cavalry brigades.

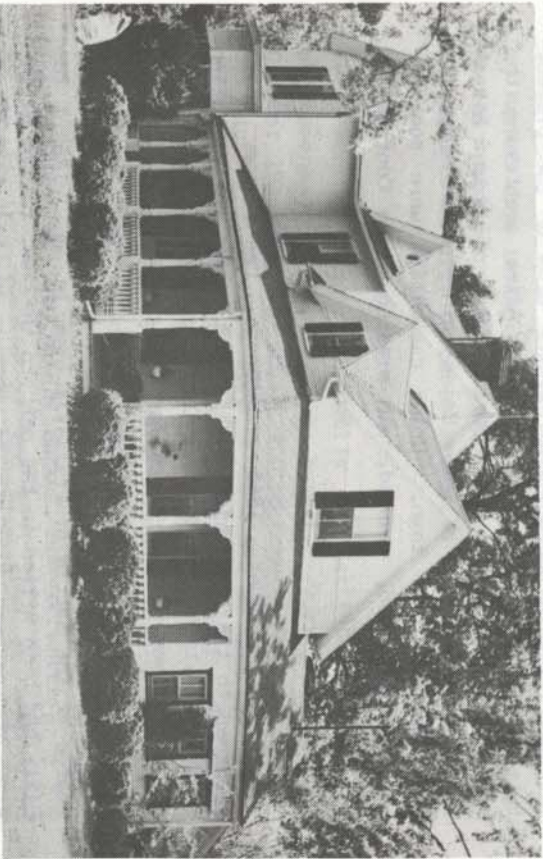
The opposing forces struck the Gap road (Route 55) a little over a mile below the center of Town. In an effort to check Stuart's charging horsemen (coming from the direction of the Gap), Davies unlumbered a battery of artillery and commenced firing. This, along with some help from pickets of the infantry corps, temporarily checked the Confederate advance and Davies rallied his men. It was 6 p.m. by this time and Davies called on Kenly's division of the I Corps to support him. The 143rd Pennsylvania was hurried forward and the cavalry withdrew behind this new infantry line a short distance beyond the present intersection of Routes 15 and 55.

But the Confederates, who had kept up a brisk fire the whole time this was going on, were not quite finished yet. Stuart decided to outflank the Federals to their left. Accordingly, a force was sent along the creek parallel to the railroad tracks to get in the Union rear. This was successfully completed, but the Confederates ran smack into another regiment of Union reinforcements coming to the aid of the Pennsylvanians. At the same time, Stuart had ordered a general charge down the Gap road and the fields bordering it. A fierce struggle ensued in the area of the present intersection of Routes 15 and 55. After scattering the Federal front line and capturing many of them, Stuart withdrew in the face of heavy Union reinforcements arriving from the center of town. Union casualties were somewhat over sixty killed, wounded, and missing. The Confederate loss was smaller.

After that October, 1863 engagement, Lee's army never returned to the Hay Market area again. With the exception of several visits from Mosby's Confederate partisan rangers, Hay Market was left in peace for the remainder of the War. But it would never be the same as it had been before the War. Young Hulfish was dead; he had been killed leading a charge at the Battle of Frazier's Farm in June, 1862. Tom Ellis had been killed in the next to the last battle of the Army of Northern Virginia in 1865. Winston Carter was killed in the Battle of Williamsburg on May 5, 1862. The Newman boy was wounded in the same battle. James P. Jordan

made it through alive and was noted for distinguished service in the battles around Suffolk, Virginia in May, 1863.

After Lee surrendered at Appomattox, the former residents returned rather tentatively to the ruins of their once beautiful homes. Some never returned. At first, makeshift shelters were erected, and, later more permanent homes built. Hay Market displayed remarkable resilience, however, and grew slowly back to its former size and prosperity. Reverend William Aldrich went north among friends to collect the \$600 necessary to rebuild St. Paul's. A barroom (shades of Old West?) was erected at the intersection of Old Carolina Road and Washington Street. It is the present Bolt office building. An inn was erected and operated by Mr. T. A. Smith. Hulfish and Smith were paid for providing services to the poor in the 1870's according to Township records. Large Victorian homes began to be built in the 1880's, the Payne House, or Winterham, being one of the first.



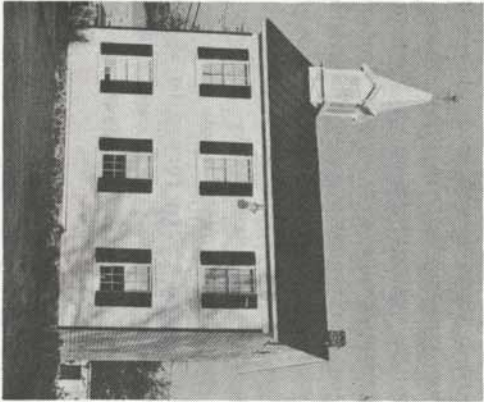
The Payne House (Winterham)

The minutes book of the Town Council for the years 1882-83 gives us a glimpse of Town life in the late-19th Century. The Town was incorporated in 1882, the second town in the County to be so designated. Garrett Hulfish was elected Mayor and Councilmen elected were Charles Jordan, T. A. Smith, and William W. Meade. At the Council's second meeting on May 25, 1882, it adopted the rudimentary ordinances of the Town.

The ordinance provided that horses should not be run or ridden at dangerous speeds within the Town. Another provided protection to street trees and shrubbery from possible harm by inconsiderate citizens. Profane language was forbidden within hearing distance of another person. Hay and fodder stacks were not allowed within 10 feet of another person's building. Firearms could not be fired within 10 feet of a building, presumably leaving room for a street shootout if the participants took care to keep away from buildings. All vagrants were forced to work one to six days on the public streets in the Town. At that same meeting, the old barroom of Garrett Hulfish was decided upon as the Town "lockup."

The particular problems facing a rural, small town can be gathered from the Council's actions. The major crisis appears to have been one of hogs run amok. An ordinance was adopted to prohibit "at-large hogs," requiring them to be impounded whenever found. The Town was restricted by a tight budget; the fiscal year ending June 30, 1883 showed a balance of 99¢ after total budget expenditures of \$72.15 for the year. The need for a school became critical enough that a committee was appointed in August, 1883 to investigate the means of building a school-town hall structure. It appears that the Town Sergeant, J. M. McDonough, was having problems too. He resigned on August 31, 1883 because he was unable to obtain assistance to make arrests. At the same meeting, Reverend Mayor Gray, elected in July, resigned for personal reasons and was promptly elected Councilman to fill the position of G. H. Smith who became Town Sergeant!

In September, a commission was appointed to raise the funds necessary for the schoolhouse. By the end of October, it was reported to a joint Town meeting that subscriptions amounting to \$411 had been received, in addition to \$150 that had been raised at an Oyster Supper. Hulfish, Gray, and Jordan were appointed Trustees of the building which was erected shortly thereafter. It is still used as the Town Hall.

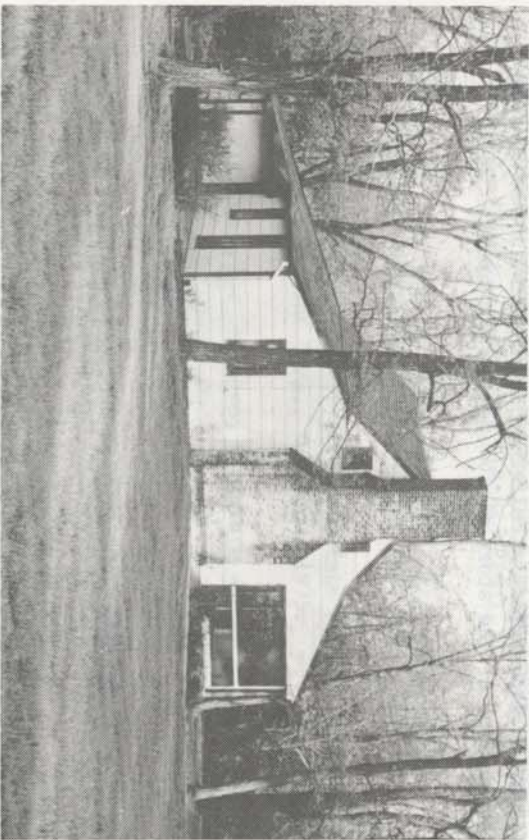


Haymarket Town Hall

By the end of the century, Charlie Jordan had opened a store, Jordan and Jordan, with his mother. J. E. Beale had opened a general store as well. Haymarket was the location of an undertakers establishment, which operated out of the abandoned building on the east side of Washington Street near the Baptist Church. St. Paul's extended itself to build a Parish Hall in 1911 on the former site of the Misses Gray home, which had survived the War. The Town continued to develop with a drug store opening in what is now the old post office building. Rector's Store was located in what is now Haymarket Grocery with the Post Office being at the east end of that building. A train station extended service to Town residents wishing to travel to nearby towns. It instantly became a fascinating place for the Town children as well.

Haymarket slowly inched out of its rural, 19th Century character with the advent of automobiles in the early-20th Century. The Town was being pushed into the Modern Age. During these times, which many older residents still remember, decaying buildings were replaced by newer ones and service stations sprang up to serve the newly mechanized Town. In 1947, a fire station was built to serve the Town. Finally, the establishment of convenience stores made the Town's entry into modern times complete.

Yet, the Town retained its village character, as it does to this very day. Tangible remains of the rich heritage of this small Virginia town still greet the visitor in 1981. Standing beside historic St. Paul's Church on a quiet summer evening, one may still be able to hear the melancholy rumble of ambulance wheels, the pitiful moans of wounded and dying men, or the distinct echoes of fierce court battles. The historic McCormick House retains the air of a frontier clerk's office, which it was probably used for 180 years ago. The fields remain at the intersection of Routes 15 and 55, fields that witnessed the scathing fire of artillery and



McCormick House

Bibliography

the gallant charges of men determined to give their last full measure of devotion. The old barroom still stands at Jefferson and Washington Streets, reminding us of the dusty, thirsty horsemen who once passed through the Town. A gnarled tree stands beside the Town Hall, remembering the school children who climbed it and, finally, bent it. The old Jordan Store still stands on Washington Street; no longer does it serve operating farms that used to surround Haymarket on every side.

Haymarket does, indeed, have a sense of place. Its special character and heritage make it like no other place in the country. As the urban sprawl of the 1980's inches its way into the interior of Virginia, Haymarket will struggle to maintain its sense of place. Haymarket has seen the birth of a nation founded on the idea that all men should be free, has felt the anguish of a bitter and uncivil Civil War, and has enjoyed the booming prosperity of a nation destined to become the greatest the world has ever known. If Haymarket's struggle to maintain its sense of place is successful, the ideals in its heritage will live on, as a model for posterity. Otherwise, Haymarket will cease to be Haymarket and America's belief in tomorrow will suffer from the absence of the story of its own yesterdays.

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