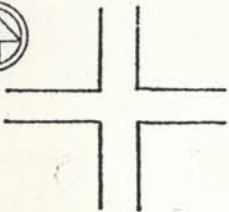


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|   |                  |  |   |                                     |                                |  |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
|---|------------------|--|---|-------------------------------------|--------------------------------|--|-----------|----------|--------|--|-------------|----------|--|--|--|--|--|----------|--|--|--|--|--|--|--|---|--|
| <b>1. STATE</b> Virginia<br><b>COUNTY</b> Prince William<br><b>TOWN OR VICINITY</b> Woodbridge Vicinity<br><b>STREET NO.</b>  |                  | <b>2. NAME</b> King's Highway<br><small>SEE SPACE BELOW FOR MAP OR DIRECTIONS</small>  |   | <b>HABS PRIORITY</b><br>1    2    3 |                                |  |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
| <b>3. HABS SURVEY NO.</b> VA-579<br><b>AIA</b>  |                  | <b>4. ORIGINAL OWNER</b> Abandoned<br><b>PRESENT OWNER</b> 18th & 19th C.<br><b>DATE OR PERIOD</b><br><b>ARCHITECT</b><br><b>ORIGINAL USE</b><br><b>PRESENT USE</b> Abandoned<br><b>CONSTRUCTION</b> |   |                                     |                                | <b>STYLE</b><br><b>BUILDER</b><br><br><b>NO. OF STOR.</b>  |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
| <b>5. TO BE FILLED IN BY THE LIBRARY OF CONGRESS</b><br><table border="1"> <tr> <td>INDEX NO.</td> <td>NEGATIVE FILE</td> </tr> <tr> <td>PUBLISHED PHOTOS</td> <td>PUBLISHED DWGS.</td> </tr> </table>  |                  | INDEX NO.  | NEGATIVE FILE   | PUBLISHED PHOTOS                    | PUBLISHED DWGS.                | <b>6. HISTORICAL SIGNIFICANCE &amp; DESCRIPTION</b><br>Narrow roadway bordered by hedgerows, extending from ferry landing opposite Colchester for several hundred yards to Belmont Sub-division.<br><small>CONTINUE IN SPACE BELOW</small> |           |          |        | <b>NOTABLE FEATURES</b> George Washington frequently travelled this route. In 1791 he met with near-catastrophe in crossing the ferry at Colchester. Here is his account<br><small>CONTINUE IN SPACE BELOW</small> |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
| INDEX NO.   | NEGATIVE FILE    |  |   |                                     |                                |  |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
| PUBLISHED PHOTOS  | PUBLISHED DWGS.  |  |   |                                     |                                |  |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
| <b>7. PHYSICAL CONDITION OF STRUCTURE (OTHER)</b> <table border="1"> <tr> <td></td> <td>IN DANGER</td> <td>PRESERVE</td> <td>REPAIR</td> <td>RESTORE</td> <td>RECONSTRUCT</td> </tr> <tr> <td>EXTERIOR</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>INTERIOR</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> |                  |  |   |                                     |                                |  | IN DANGER | PRESERVE | REPAIR | RESTORE  | RECONSTRUCT | EXTERIOR |  |  |  |  |  | INTERIOR |  |  |  |  |  | <b>8. VAL. TO</b><br>NATION<br>STATE<br>COMMUNITY<br>OTHER |  | <b>QUALITY</b><br>VERY HIGH<br>HIGH<br>NOTABLE<br>MENTION |  |
|   | IN DANGER        | PRESERVE   | REPAIR  | RESTORE                             | RECONSTRUCT                    |  |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
| EXTERIOR  |                  |  |   |                                     |                                |  |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
| INTERIOR  |                  |  |   |                                     |                                |  |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
| <b>9. POSSIBLE USE</b>  |                  |  | <b>10. NEIGHBORHOOD CONDITIONS</b><br>ZONED                      CLASS  |                                     |                                |  |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
| <b>11. AVAILABLE FILES</b><br><table border="1"> <tr> <td>MEASURED DRAWINGS</td> <td>OLD PHOTOS OTHER</td> <td>FIELD REPORTS RESEARCH REPORTS</td> </tr> </table>   |                  |  | MEASURED DRAWINGS   | OLD PHOTOS OTHER                    | FIELD REPORTS RESEARCH REPORTS | <b>12. OPEN TO PUBLIC</b><br>FEE<br>CONTROL BY   |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
| MEASURED DRAWINGS   | OLD PHOTOS OTHER | FIELD REPORTS RESEARCH REPORTS   |   |                                     |                                |  |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |
| <b>13. REFERENCES: AUTHOR, TITLE AND PAGES</b><br>John C. Fitzpatrick (ed.), Diaries of George Washington, Boston and New York, 1925, 4 vols.<br>DATE   |                  |  | <b>14. NAME, ADDRESS AND TITLE OF RECORDER</b><br>T. Russell Jones and Worth Bailey<br>H. A. B. S. - National Park Service<br>April 3, 1959<br>DATE OF RECORD |                                     |                                |  |           |          |        |  |             |          |  |  |  |  |  |          |  |  |  |  |  |  |  |   |  |

CONTINUE ADDITIONAL DATA, PHOTOGRAPHS, COMMENTS, SKETCH OR MAP IN SPACE BELOW



LOCATION

PHOTOGRAPHS

4. (notable features - cont'd.) of the accident as related in his diary under date of April 7. "In attempting to cross the ferry at Colchester with the four horses hitched to the chariot by the neglect of the person who stood before them, one of the leaders got overboard when the boat was in swimming water and 50 yards from the shore - with much difficulty he escaped drowning before he could be disengaged. His struggle frightened the others in such a manner that one after another and in quick succession they all got overboard harnessed and fastened as they were and with the utmost difficulty they were saved and the carriage escaped being dragged after them, as the whole of it happened in swimming water and at a distance from the shore. Providentially - indeed miraculously - by the exertions of people who went off in boats and jumped into the river as soon as the batteau was forced into wading water - no damage was sustained by the horses, carriage or harness."

6. (historical - cont'd.) This early north-south highway can be picked up intermittently as far south as Rippon Lodge. It roughly parallels present U.S. Route One and probably was used until fairly recent times or until the advent of good roads. The roadbed stands as a ridge across open fields except where bulldozers are steadily nibbling it away during building operations for an adjoining housing development. Built as a colonial post road linking the northern and southern colonies. Peter Jefferson and Joshua Fry's Map of 1775 graphically sets forth main highways throughout Virginia, with parts of Pennsylvania, Maryland, New Jersey, and North Carolina.