

A Historic Context of the Route 29 Small Area Plan and The Settlement

DRAFT – Excerpted from the Route 29 Small Area Plan (November 14, 2020)

Precontact Period

The Route 29 plan area has a long history of land use. Some evidence of pre-contact (Native American) occupation has been found. One site dates to the Middle Archaic Period (6500-3001 BC), but this site produced very little information. The remainder of the sites are un-dateable and represent instances of stone tool re-sharpening or maintenance and stone tool manufacture.

Colony to Nation 1750 - 1789; Early National Period 1790 - 1830; Ante Bellum 1830 - 1860

Throughout the historical period, the Route 29 Warrenton Turnpike greatly influenced land use and land ownership in the plan area. Originally named "The Fauquier and Alexandria Turnpike Company [i.e. Warrenton Turnpike/Route 29] [it] was incorporated by an Act of the General Assembly in 1808 and road construction was initiated between the Little River Turnpike and Buckland between 1812 and 1818. In 1824, under the guidance of Principal Engineer Claudius Crozet, road construction was initiated on the section between Buckland and Fauquier Courthouse (Warrenton, Virginia).¹"

The Warrenton Turnpike was one of a handful of all-weather roads in the region, transforming the turnpike into a major thoroughfare for transport of both goods and people to wider developing markets. It connected the towns of Warrenton and Buckland to towns and communities to the east, especially the emerging regional market and transportation center of Alexandria, Virginia. During the Civil War, it was a transportation route for Confederate and Union troops. Today it serves as both a commuter route and a route for local traffic. In 1953, the Virginia Department of Transportation widened it from two lanes to its current four lane configuration.¹

John Webb Tyler owned approximately 2,881 acres in Haymarket area. This assemblage was divided into several tracts of land including Woodlawn or Wood Lawn, Green Hill, Brundig, Meadow Farm and Mount Pleasant. After his death in 1862, these were divided among his heirs. Charles Edwin Tyler and Grayson Tyler were given the Mount Pleasant Tract consisting of approximately 656 acres. The Mount Pleasant tract appears to comprise most of the plan area².

¹ Ford, Ben; Steve Thompson: 2013 Archaeological Investigations Associated with the Fauquier and Alexandria Turnpike 44PW1938 Buckland, Virginia. VDHR File No.: 2009-0432. Buckland Historic Transportation Enhancement Project. Project No.: EN06-076-123, P101 UPC 81772. Submitted to: Buckland Preservation Society, Buckland, Virginia. Submitted by: Rivanna Archaeological Services, LLC, Charlottesville, Virginia.
² Moss, Adriana. 2020. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA. Page 5

Civil War 1861 - 1865

Because of the Warrenton Turnpike, both Confederate and Union armies were able to move troops in and out of the region throughout the war. The turnpike was integral in moving troops for many battles that occurred in Prince William County. Some battles were even fought along Warrenton Turnpike. After defeat of the Confederate army at Bristoe Station on October 14, 1863, and an aborted advance on Centreville, J.E.B. Stuart's cavalry shielded the withdrawal of Lee's army from the vicinity of Manassas Junction.^{3, 4}

As the Union pursued the Confederate cavalry toward Warrenton on the Warrenton Turnpike, they encountered stiff resistance at the bridge at Buckland. Eventually, Stuart gave up his position in the town and his control of the bridge, feigning retreat toward Warrenton. At the same time and unbeknownst to Kilpatrick's forces pursuing Stuart, Fitzhugh Lee's cavalry moved into position southwest of the Warrenton Turnpike, along the heights of Buckland Farm. Fitzhugh Lee's forces opened fire and pushed the Union forces north and east. Stuart's forces re-engaged the Union cavalry and pushed Kilpatrick's forces back toward Buckland. The Union cavalry was completely surprised and caught between two Confederate cavalry forces. They became scattered and routed in an affair that came to be known as the "Buckland Races".^{3,4}

The bulk of the Union cavalry was routed along three primary routes from Warrenton Turnpike: 1) north on Georgetown Road and then east on Thoroughfare Road to Haymarket, 2) northeastward from the Warrenton Turnpike and across Broad Run west of and through Buckland and then northeastward toward Haymarket, and 3) through Buckland and on toward Gainesville on the Warrenton Turnpike. The retreating Union cavalry eventually linked with Union infantry and artillery units at Haymarket and Gainesville, which halted the Confederate rout.^{3,4}

Route 29 (the Warrenton Turnpike) was a key avenue of approach and retreat from the beginning until the end of the battle. During the battle, woods east of Old Carolina Road, along Route 29, concealed the Union's 6th Army Corps who helped stop the advance of Fitzhugh Lee's cavalry on Gainesville and the retreating 1st Vermont Cavalry. The map below shows the extent of the battle overlaid on the Route 29 Small Area Plan.

³ Fonzo, Stephen: 2008 Documentary and Landscape Analysis of the Buckland Mills Battlefield (VA042). Submitted to the National Park Service, American Battlefield Protection Program, 1849 C Street, NW, Washington, DC 20240. Prepared by Stephen Fonzo, Buckland Preservation Society, 8230 Buckland Mill Road, Gainesville, VA 20155.

⁴ National Park Service, American Battlefield Protection Program: 2009 Update to the Civil War Sites Advisory Commission's Report on the Nation's Civil War Battlefields, Commonwealth of Virginia.

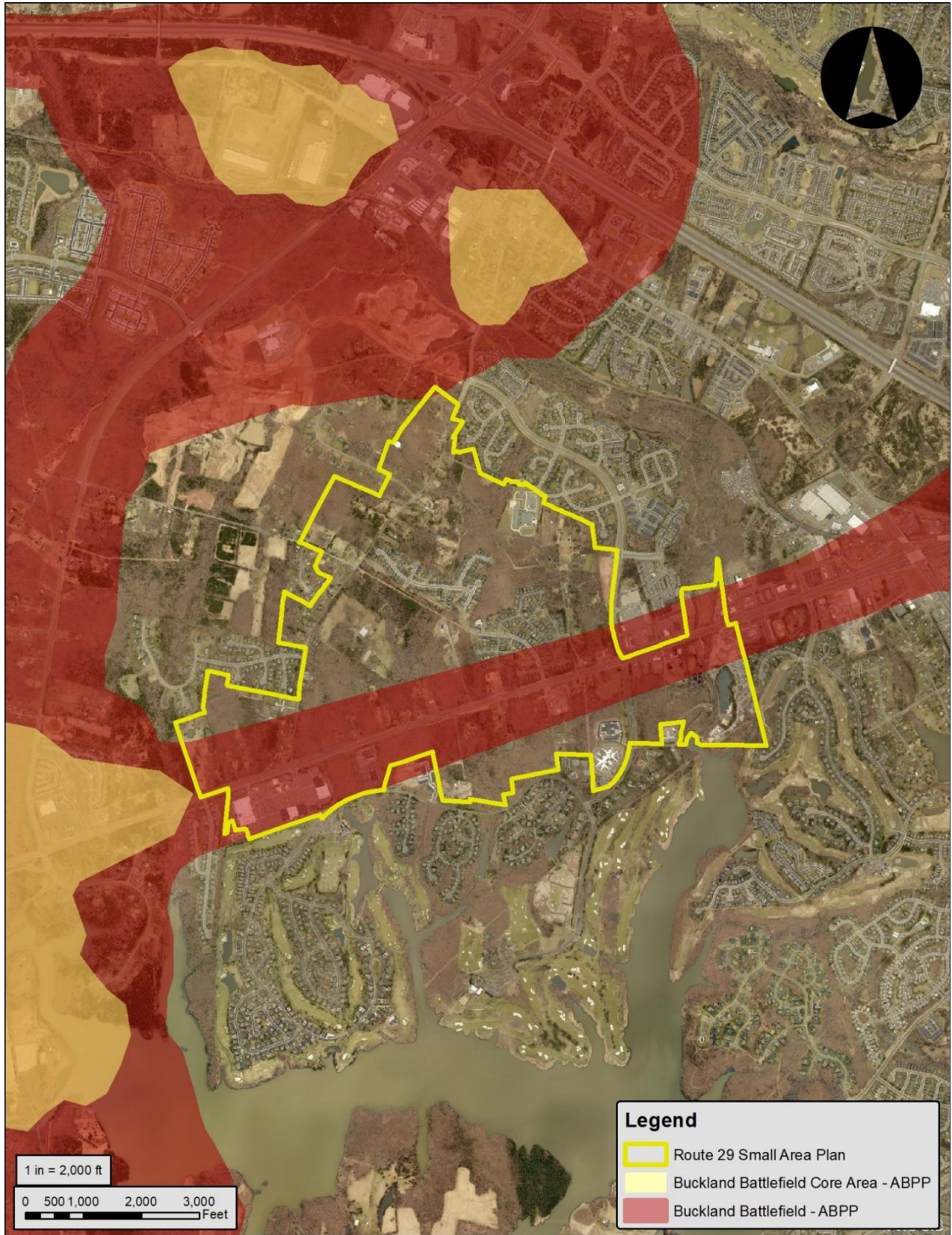


Figure 1: A portion of the Buckland Mills Battlefield (Study Area) and Core Area

Reconstruction and Growth 1865 - 1917; World War I and II 1917 - 1945; New Dominion 1945 - Present

After the Civil War, freed slaves moved off plantations, bought land and created a community eventually called The Settlement. A 2018 oral history project confirmed the core of this area was roughly bounded by Old Carolina Road, Route 29 and Carver Road.⁵ Subsequent recordation studies recorded The Settlement Historic District (076-6010) with the Virginia Department of Historic Resources. The district is comprised of homes, one to two stories in height, the Mount Pleasant Baptist Church, several businesses and several family cemeteries. Houses are usually set along a main road (i.e. Old Carolina Road, Carver Road, Route 29) or at the end of a long lane. "It is not uncommon for multiple dwellings to line a long driveway creating a "family compound."⁶ Examples of family compounds were observed on Carver Road, Old Carolina Road and Route 29. The first known African-American landowner was Sally Grayson (also seen as Sallie), who bought 7 acres and 34 poles from Grayson Tyler in 1872.⁷

The 1901 Brown map and the 1904 Burr map depict a number of families in The Settlement area that are also referenced in the oral history transcripts, such as Watson, Grayson, Tyler, Berry Britt, Strother, Berryman, Blackburn, Randall, Perry, Churchill, Johnson, Gaskins, Tibbs, and McPherson.^{8,9} These same maps show a network of corn and wheat fields, and pastures interspersed with wood lots. Aerial photos from 1937 and 1954 show orchards, likely apple orchards, interspersed throughout the area. This is supported by the oral histories which told of subsistence farming, in addition to their regular work, with most families having large gardens coupled with raising chickens, pigs and hogs. If extra livestock or goods were made, they were generally sold, bartered or given away to community members.

Aerial photography from 1937 through the mid-1990s shows the rural nature of The Settlement continued into the late twentieth century¹⁰. However, the rapid progression of residential subdivisions and retail into and adjacent the area started shortly thereafter with golf course and residential development on the south side of Route 29, followed by large residential projects built on the north side of Route 29.

⁵ Patton, Amanda: 2018 The Settlement Oral History Project. Prepared by Amanda Lim Patton for the Prince William County Historical Commission, Prince William County Historic Preservation Division and the Planning Department, in completion of her summer internship for the University of Virginia.

⁶ Moss, Adriana. 2020. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA. Page 3

⁷ Prince William County Deed Book 28:562; as cited in Moss, Adriana. 2020. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA. Page 6

⁸ Brown, WM.H. 1901. Map of Prince William County. Compiled from U.S. Geological Survey and other data: and corrected with the assistance of reliable residents of the County, by WM.H. Brown, Gainesville, Va.

⁹ Burr, Major Edward. 1904. Maneuver Grounds, Prince William and Fairfax Counties, Va. Digital image on file in the Geography and Map Division of the Library of Congress.

¹⁰ Prince William County Mapper: last accessed October 18, 2020

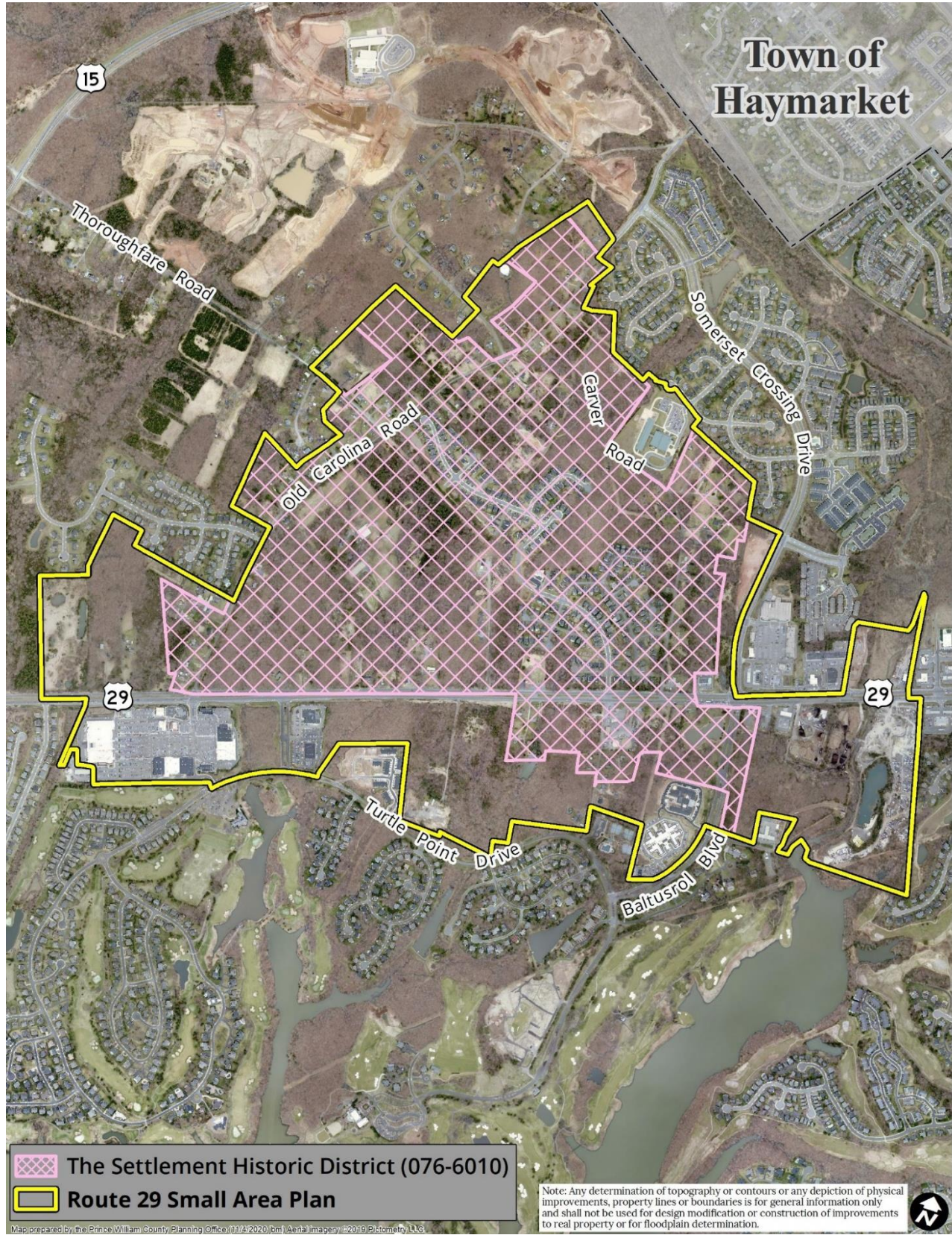


Figure 2: The Settlement Historic District

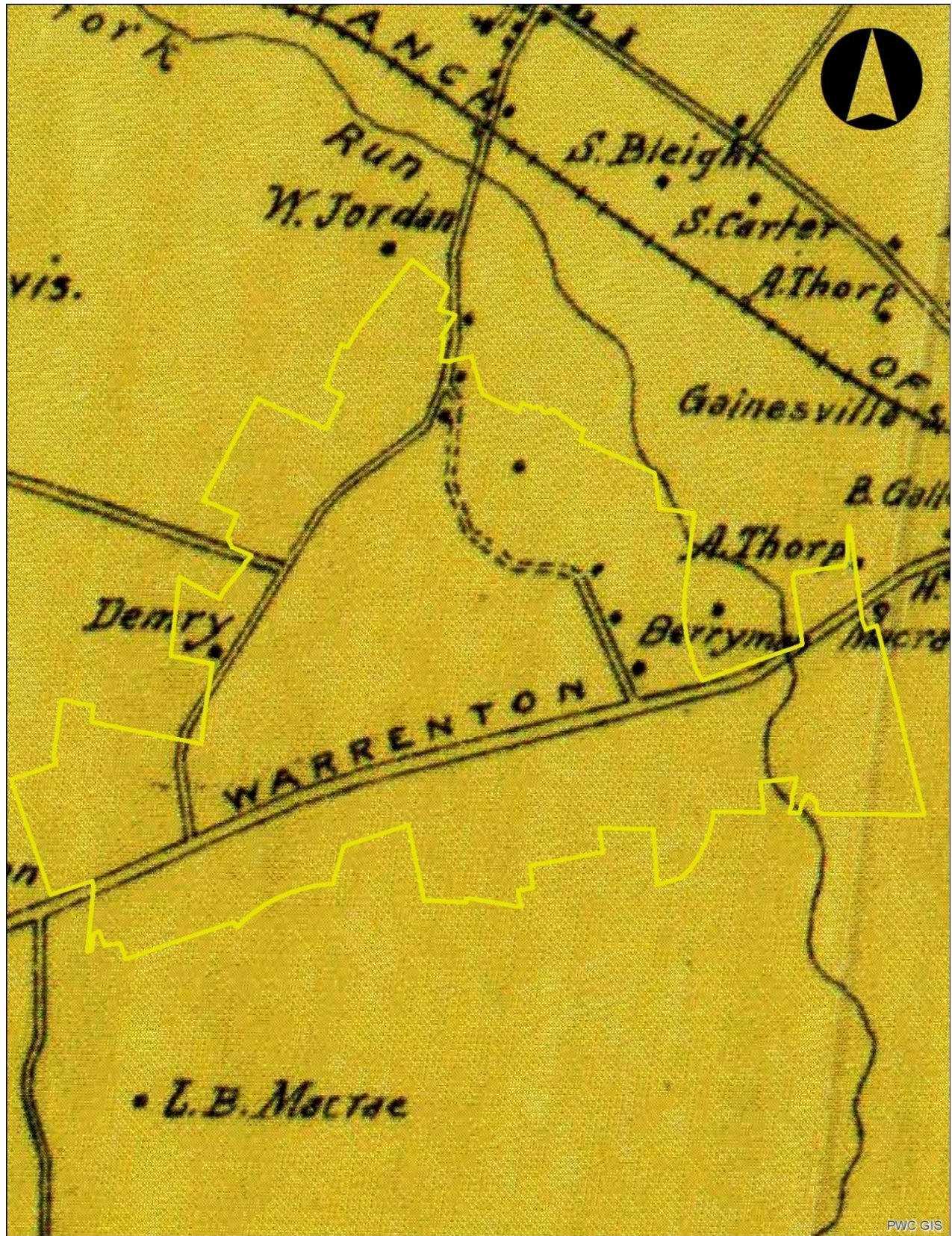


Figure 3: A portion of the 1901 Brown map, not to scale.

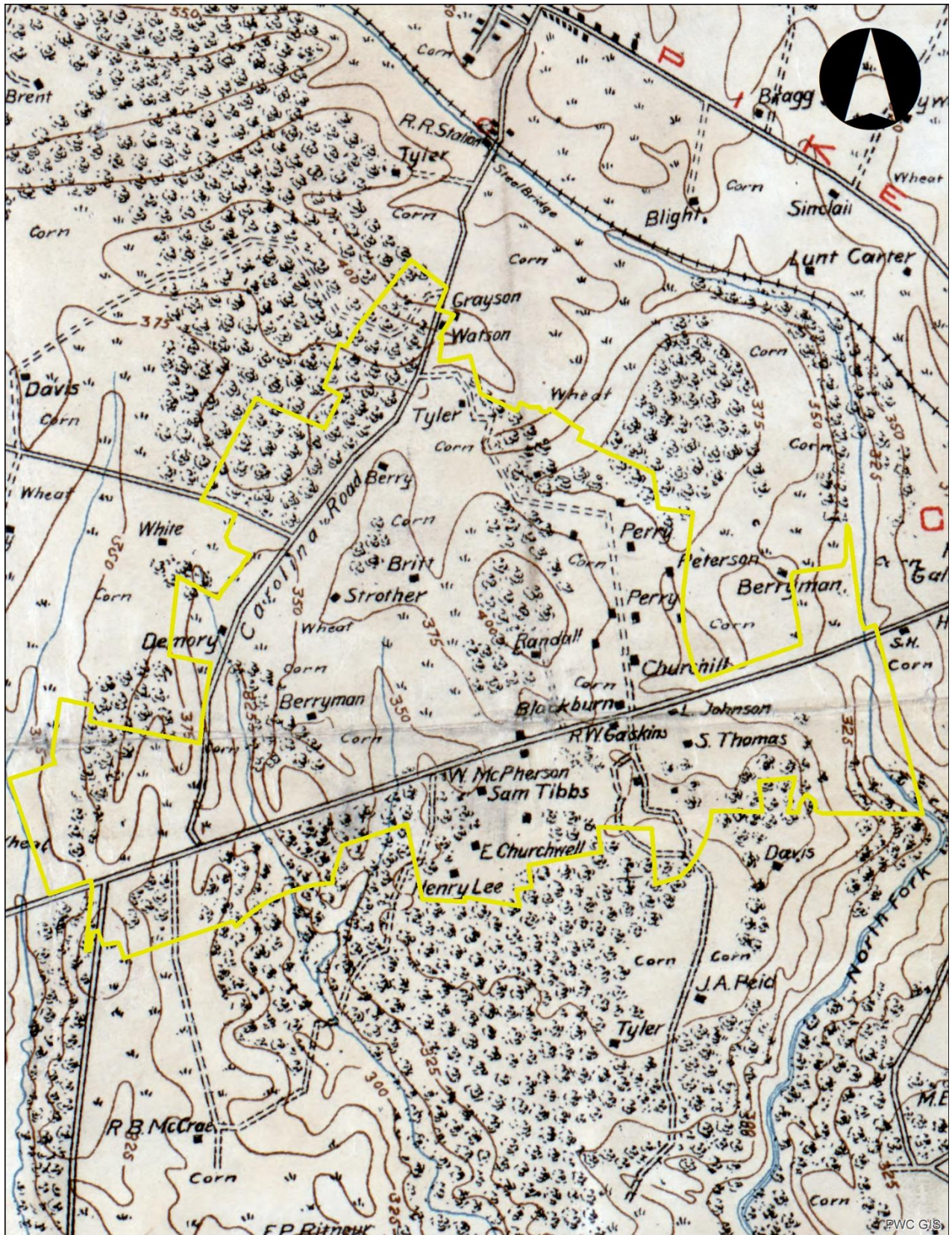


Figure 4: A portion of the 1904 Burr map, not to scale



Figure 5: A portion of the 1923 Post Office Map, not to scale

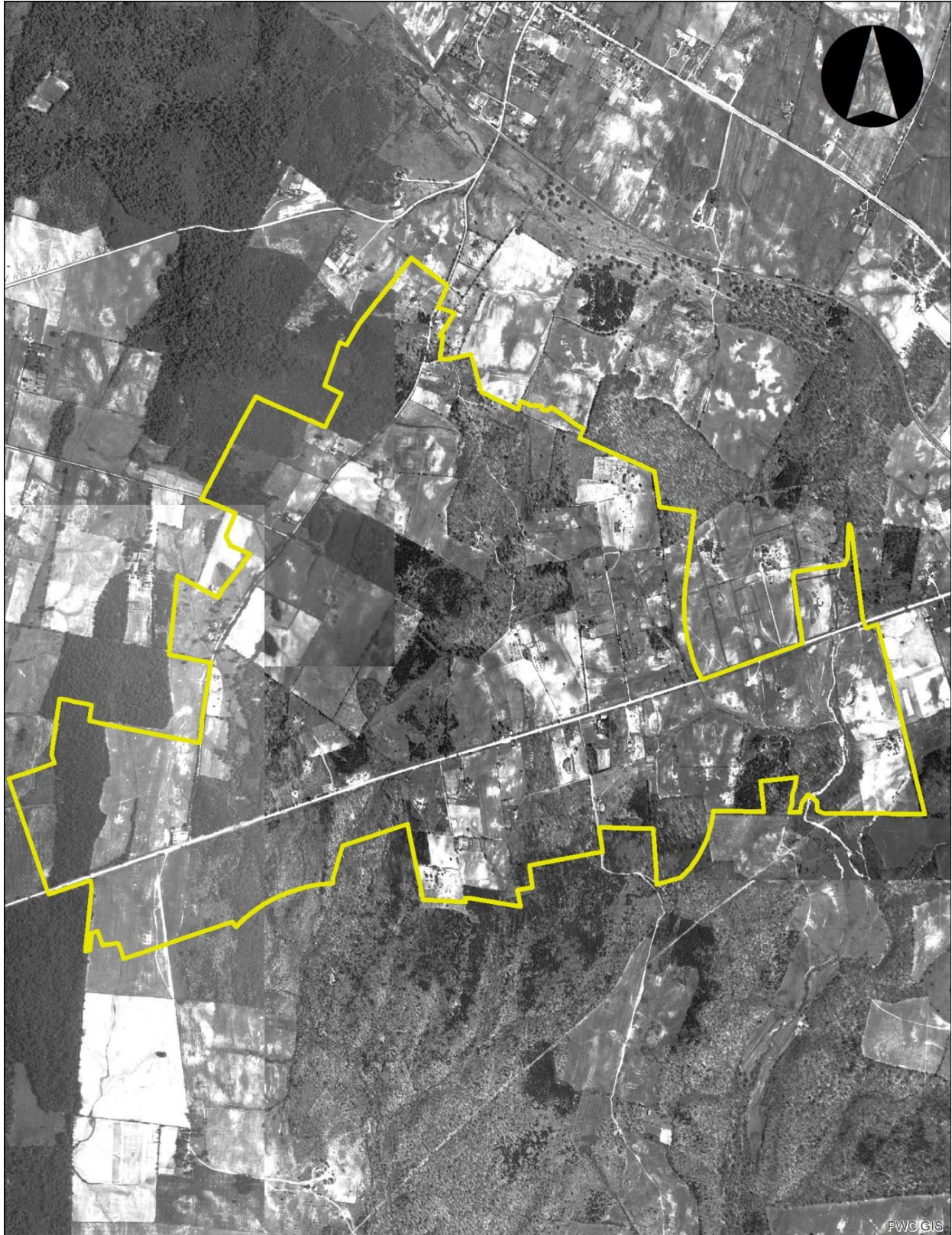


Figure 6: 1937 Aerial Photograph, Soil Conservation Service, not to scale

Source: United States Soil Conservation Service (USSCS), 1937 Aerial Photography

Work for the members of The Settlement continued the agricultural foundation from which they originally came. The 1870 census lists most residents working as farm laborers.^{11, 12} Census results through the 1800s showed a slow increase in diversification of work. Farm labor remained the primary source of income, but some skilled labor positions were noted.^{13, 14} The oral histories recorded that mothers of many interviewees worked as domestics or had siblings that worked as domestics. However, the interviewees started to break the cycle of farm laborer and found government and private sector work outside of the area.

From the second quarter of the twentieth century there started to appear African American owned establishments in The Settlement. The most talked about among the oral history interviewees was the Shady Inn Dance Hall (076-6008). Oral histories of Settlement-area residents indicate that the building at 15036 Lee Highway was originally the Shady Inn Dance Hall, operating from the 1940s into the 1960s.¹⁵ It was thought to have been built circa 1939. Unfortunately, there is no public document, official business license or court document, confirming this date.¹⁶ "A mix of jazz and swing was played by live musicians. Long-time Settlement resident, Wiletta Grayson Wilson competed regularly in jitterbug contests at Shady Inn, winning prizes between \$10–\$15 on Friday and Saturday nights. Wilson also recalled a regular band led by "the Smith boys" playing on Saturdays."¹⁷ Nimrod Dade was too young to dance, but he remembers his mother Lillie Mary Dade serving food from the dance hall's kitchen while he sat under the counter.¹⁸ The dance hall closed sometime before 1965 when it was subdivided from the larger parcel and sold to Dennis and Artiller Carter. Artiller was a pastor and it is believed this was when the dance hall converted to a place of worship. It was first named the Way of the Cross Church. Later its name was changed to the God & Prophecy and changed again to the Golden Church of God & Prophecy.¹⁹

In 1958, Sherman Settles, Sr. purchased a business license for the Pleasant Pines Service Station and Restaurant.²⁰ This was located at 14751 Lee Highway (now Ron's Tire Shop). The restaurant was downstairs and the Settles' lived upstairs. Many interviewees recalled eating at the restaurant. Another enterprise started by residents of The Settlement was Fields Bus Rentals. This was run by Willie Fields. At one time he had a fleet of seven buses. During the week two buses ran to the Pentagon and Fort Meade, Maryland. On the weekends, he operated charter trips.²¹ "The bus service also took people from Mount Pleasant Baptist

¹¹ 1870 Ninth Census of the United States, 1870. Washington, D.C. National Archives and Records Administration. Electronic document, www.ancestry.com, accessed January 2020.

¹² Moss, Adriana. 2020. Page 5. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

¹³ 1870 Ninth Census of the United States, 1870. Washington, D.C. National Archives and Records Administration. Electronic document, www.ancestry.com, accessed January 2020. Moss, Adriana. 2020. Page 6. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

¹⁴ Moss, Adriana. 2020. Page 6. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

¹⁵ Patton, Amanda. 2018. The Settlement Oral History Project. Page 158. Prepared by Amanda Lim Patton for the Prince William County Historical Commission, Prince William County Historic Preservation Division and the Planning Department, in completion of her summer internship for the University of Virginia.

¹⁶ Peckler, Danae. 2020. Page 2. Virginia Department of Historic Resources Preliminary Information Form. The Shady Inn Dance Hall. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

¹⁷ Patton, Amanda. 2018. Page 113. The Settlement Oral History Project. Prepared by Amanda Lim Patton for the Prince William County Historical Commission, Prince William County Historic Preservation Division and the Planning Department, in completion of her summer internship for the University of Virginia.

¹⁸ Butler, Melissa. 2020. Page 21. The Settlement Oral History Project, Prince William County, Virginia. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

¹⁹ Butler, Melissa. 2020. Page 54. The Settlement Oral History Project, Prince William County, Virginia. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

²⁰ Turner, Ron. 2020. Prince William County Business Licenses 1900 – 1970. Last accessed October 29, 2020: <http://www.pwcvirginia.com/pwcvabookspublishedworks.htm>.

²¹ Patton, Amanda. 2018. Page 232. The Settlement Oral History Project. Prepared by Amanda Lim Patton for the Prince William County Historical Commission, Prince William County Historic Preservation Division and the Planning Department, in completion of her summer internship for the University of Virginia.

Church on trips to Atlantic City and the York Fair in Pennsylvania. Willie stated that he was the first black person to run a bus service in Prince William County.²²

Since its founding in 1877, the Mount Pleasant Baptist Church and Cemetery (076-6009) has been the center of community life and values in The Settlement, meeting spiritual and social needs of its members and locals alike. This church was founded by a group of trustees from the Churchville and Brook families. The first church meeting was in the home of Ms. Sally Grayson, which was attended by Mr. & Mrs. John, Henrietta Perry, a Ms. Coats, and Mr. Isaac Jackson. The original church building was a log structure built on Sally Grayson's land. "...in 1882, the trustees ... purchased a 1-acre lot on the Warrenton and Alexandria Turnpike (current Lee Highway) for \$10...." ²³. The current church structure was built in 1929. Baptisms were held in the warm months in the creek. The original name of the church was Beulah Baptist Church but was renamed to Mt. Pleasant Baptist Church when the church was moved to Lee Highway (Route 29).²⁴ The Church's cemetery is located immediately north or behind the church and contains many of The Settlement's past members.

²² Patton, Amanda. 2018. Page 211. The Settlement Oral History Project. Prepared by Amanda Lim Patton for the Prince William County Historical Commission, Prince William County Historic Preservation Division and the Planning Department, in completion of her summer internship for the University of Virginia.

²³ Moss, Adriana. 2020. Page 13. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

²⁴ Patton, Amanda. 2018. Page 2. The Settlement Oral History Project. Prepared by Amanda Lim Patton for the Prince William County Historical Commission, Prince William County Historic Preservation Division and the Planning Department, in completion of her summer internship for the University of Virginia.