

Virginia Transportation Research Council

research report

A Survey
of Early Virginia Road Stones:
Sign Rocks, Milestones, and Related Objects

http://www.virginiadot.org/vtrc/main/online_reports/pdf/09-r14.pdf

ANN B. MILLER
Senior Research Scientist



Standard Title Page - Report on Federally Funded Project

1. Report No.: FHWA/VTRC 09-R14		2. Government Accession No.:		3. Recipient's Catalog No.:	
4. Title and Subtitle: A Survey of Early Virginia Road Stones: Sign Rocks, Milestones, and Related Objects				5. Report Date: June 2009	
7. Author(s): Ann B. Miller				6. Performing Organization Code:	
9. Performing Organization and Address: Virginia Transportation Research Council 530 Edgemont Road Charlottesville, VA 22903				8. Performing Organization Report No.: VTRC 09-R14	
12. Sponsoring Agencies' Name and Address: Virginia Department of Transportation Federal Highway Administration 1401 E. Broad Street 400 North 8th Street, Room 750 Richmond, VA 23219 Richmond, VA 23219-4825				10. Work Unit No. (TRAIS):	
				11. Contract or Grant No.: 91418	
				13. Type of Report and Period Covered: Final	
				14. Sponsoring Agency Code:	
15. Supplementary Notes: This project was financed with federal Part II State Planning and Research (SPR) funds at an estimated cost of \$4,272.					
16. Abstract: <p>A Virginia law of 1738 required that all crossroads be marked by posts of directions. Most of these signs were made of wood and have not survived. But some roads in Virginia featured more permanent forms of markers: directional signs and mileposts made of stone. This practice continued until the early 20th century, and a few late markers were rendered in concrete. Use of these markers died out around the 1920s, when standardized highway signs began to appear.</p> <p>A few early stone highway markers still survive in their original locations. Some stones were moved by well-intentioned individuals or groups attempting to preserve or protect the stones against real or perceived threats. Other stones were moved by souvenir hunters or by people seeking building or landscaping stone. Many more were lost because of intentional vandalism or simply because their significance was not recognized or appreciated.</p> <p>Research carried out by the Virginia Transportation Research Council identified more than 40 early road stones and related cultural resources. This report brings the survey data together in a single publication. The information in this volume will provide readily accessible information on the general history of this resource type, as well as data on the extant early road stones, milestones, and related objects in Virginia. Having this information available will benefit and facilitate cultural resource research relating to projects in the vicinity of these resources and will prevent project delays that might be caused by a lack of this information. Virginia Department of Transportation personnel and consultants will save numerous hours by having the information at hand. A very conservative estimate of the cost savings to the Virginia Department of Transportation in personnel time, avoided consultant costs, and avoided project delays is between \$10,000 and \$20,000 per year, or between \$50,000 and \$100,000 over a 5-year period.</p>					
17 Key Words: Road stones, milestones, cultural resources			18. Distribution Statement: No restrictions. This document is available to the public through NTIS, Springfield, VA 22161.		
19. Security Classif. (of this report): Unclassified		20. Security Classif. (of this page): Unclassified		21. No. of Pages: 52	22. Price:

FINAL REPORT
**A SURVEY OF EARLY VIRGINIA ROAD STONES: SIGN ROCKS, MILESTONES,
AND RELATED OBJECTS**

Ann B. Miller
Senior Research Scientist

In Cooperation with the U.S. Department of Transportation
Federal Highway Administration

Virginia Transportation Research Council
(A partnership of the Virginia Department of Transportation
and the University of Virginia since 1948)

Charlottesville, Virginia

June 2009
VTRC 09-R14

DISCLAIMER

The contents of this report reflect the views of the author, who is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Virginia Department of Transportation, the Commonwealth Transportation Board, or the Federal Highway Administration. This report does not constitute a standard, specification, or regulation. Any inclusion of manufacturer names, trade names, or trademarks is for identification purposes only and is not to be considered an endorsement.

Copyright 2009 by the Commonwealth of Virginia.
All rights reserved.

ABSTRACT

A Virginia law of 1738 required that all crossroads be marked by posts of directions. Most of these signs were made of wood and have not survived. But some roads in Virginia featured more permanent forms of markers: directional signs and mileposts made of stone. This practice continued until the early 20th century, and a few late markers were rendered in concrete. Use of these markers died out around the 1920s, when standardized highway signs began to appear.

A few early stone highway markers still survive in their original locations. Some stones were moved by well-intentioned individuals or groups attempting to preserve or protect the stones against real or perceived threats. Other stones were moved by souvenir hunters or by people seeking building or landscaping stone. Many more were lost because of intentional vandalism or simply because their significance was not recognized or appreciated.

Research carried out by the Virginia Transportation Research Council identified more than 40 early road stones and related cultural resources. This report brings the survey data together in a single publication. The information in this volume will provide readily accessible information on the general history of this resource type, as well as data on the extant early road stones, milestones, and related objects in Virginia. Having this information available will benefit and facilitate cultural resource research relating to projects in the vicinity of these resources and will prevent project delays that might be caused by a lack of this information. Virginia Department of Transportation personnel and consultants will save numerous hours by having the information at hand. A very conservative estimate of the cost savings to the Virginia Department of Transportation in personnel time, avoided consultant costs, and avoided project delays is between \$10,000 and \$20,000 per year, or between \$50,000 and \$100,000 over a 5-year period.

FINAL REPORT

A SURVEY OF EARLY VIRGINIA ROAD STONES: SIGN ROCKS, MILESTONES, AND RELATED OBJECTS

Ann B. Miller
Senior Research Scientist

INTRODUCTION

A Virginia law of 1738 required that all crossroads be marked by posts of directions. Most of these signs were made of wood and have not survived. But some roads in Virginia featured more permanent forms of markers: directional signs and mileposts made of stone. The practice continued until the early 20th century, and a few late markers were rendered in concrete. Use of these markers died out around the 1920s, when standardized highway signs began to appear.

Stone markers have been categorized under various names: “road stones” is a general term that includes both directional markers and milestones. “Sign rocks” is a term usually reserved for stone markers bearing written inscriptions, usually directions to one or more places. “Milestones” are stone mile markers that have their primary inscription as a numeral, often with some abbreviated text, that notes the mileage to a particular place. The appearance of these stones varies greatly, from irregular objects resembling fieldstones to carefully prepared carved stones.

A few early stone highway markers still survive in their original location. Some stones were moved by well-intentioned individuals or groups attempting to preserve or protect the stones against real or perceived threats; other stones were moved by souvenir hunters or by people seeking building or landscaping stone. Many more were lost because of intentional vandalism or simply because their significance was not recognized or appreciated.

Field research carried out by the Virginia Transportation Research Council (VTRC) at various times during the late 1900s and as an organized technical assistance effort during the early 2000s identified more than 40 early road stones and related cultural resources (including boundary markers bearing inscriptions similar to those commonly seen on road stones). This report brings the survey data, with the historical background of these resource types, together in a single publication.

PURPOSE AND SCOPE

The purpose of this study was to put the existing survey information on early road stones and related features in Virginia, along with additional historical background information, into a

format that could be accessed by Virginia Department of Transportation (VDOT) cultural resource personnel and other researchers who need to use it.

METHODOLOGY

In order to fulfill the purpose of the study, the following tasks were undertaken:

1. *Organize the field survey information.* The field survey information gathered during the late 1900s and the early 2000s existed as paper files and a small electronic listing organized by county. This material was organized, expanded, and formatted in accordance with the established standards for VTRC reports.
2. *Identify and complete necessary research for the introductory material and historic background.* Some historic background and survey material already existed in VTRC files; additional research was undertaken to provide the needed material for the introductory material and the historic background for this resource type.
3. *Finalize the introductory material and historic background.* Using the information from Tasks 1 and 2, introductory material and historical background sections were written.
4. *Produce the final report.* The field survey information and the introductory and background material were organized into the final report format. This final report includes a compilation of data on surviving early road stones (i.e., directional markers [sign rocks], milestones, and related objects) from the 18th, 19th, and early 20th centuries in Virginia, along with historical background information on this resource type.

HISTORIC BACKGROUND: SIGN ROCKS, MILESTONES, AND RELATED OBJECTS IN VIRGINIA

Following similar British legislation of the late 17th century (Webb and Webb, 1913), a Virginia statute of November 1738 (Hening, *Statutes*, Volume 5) required:

That the Courts of the several counties within this colony, shall, before the first day of April next, direct and order the surveyors of the several roads within their county, where two or more cross roads or highways meet, forthwith to cause to be erected, in the most convenient place, where such ways join, a stone or post, with inscriptions thereon, in large letters, directing to the most noted place to which each of the said joining roads leads . . .

Since most roads in Virginia were under county purview until the early 20th century, various references to these directional markers can be found in the order books of the county courts. The most common form of road directional marker was a “post of directions.” Typically

the post of directions was, as the term implies, a wooden post topped with wooden signboards. Specifications for posts of directions are rare, and few people bothered to leave descriptions of what must have been extremely common and mundane objects. A July 27, 1745, Albemarle County court order (*Albemarle County Court Order Book 1*, p. 25; Pawlett, 1975b) directing that posts of direction “be set up at Least ten feet from the Ground” may have been typical, as this is a convenient height to be read by a traveller on horseback. Exposed to the weather, these early wooden signboards deteriorated fairly rapidly. Almost none has survived, although reproductions have been erected in various areas. (For example, the well-known “White Post” in Clarke County is not the original 18th century post of directions but has had multiple replacements over the years, and the current structure dates to the late 20th century. Only one set of pre-20th century wooden signboards from an early post of directions is known to survive in Virginia. Dating from the last half of the 19th century, these signboards marked a road in central Madison County. Directions are shown by stylized hands with pointing index fingers, a reminder of the alternate term of “index” for such signboards. For background information, illustrations and further descriptions of these objects, see the VTRC report *Management Considerations for Cultural Resources in Virginia Department of Transportation Rights of Way* (Miller, 2007b).

Although wooden posts of directions and signboards continued in use until the 20th century, by the late 1700s and early 1800s, a number of roads in Virginia featured the more permanent form of marker authorized by the 1738 legislation: directional signs made of stone. Stone highway markers, often known as road stones, come in two general categories: sign rocks and milestones. Sign rocks, as their name implies, actually bear a written message, usually giving the directions and mileage to one or more places. Milestones are often smaller and often have only a numeral and a (often abbreviated) place name carved into them to indicate the distance from the stone to a particular place. In popular usage, though, the terms are often used interchangeably.

Several early stones, predating the 1738 law, appear not to be road stones at all, but rather boundary stones set by landowners. The stone dated 1725 on Bremo plantation in Fluvanna County (still extant and described in Appendix A) appears to be a survey or property boundary marker. From references in the early Spotsylvania County court orders, as early as 1723, stones with “AL” carved on them marked part of the bounds of Lt. Governor Alexander Spotswood’s Alexandria tract near his Germanna plantation in what is now northeastern Orange County and northwestern Spotsylvania County (although the stones themselves are not known to survive). These stones also served as landmarks: a Spotsylvania County road order of December 3, 1723, appointed Alexander Carr “Surveyor of the road from the Stones marked AL below the Wilderness bridge to German[n]a,” and subsequent road orders for nearly ten years thereafter periodically made reference to “the marked Stones,” “the stones below Wilderness Bridge,” “the land marke Stones,” and similar descriptions (Pawlett, 1985).

In 1732, William Byrd II visited Germanna and Spotswood’s nearby mining operations. Byrd’s account of his visit (Byrd, 1732, cited in Scott, 1907) noted that Spotswood also had mileage numbers marked onto the trees, rather than on wooden mileposts or stone milestones, along the road between his house at Germanna and his mining operation 13 miles away in what is now Spotsylvania County:

We drove over a fine road to the mines, which lie thirteen measured miles from the Germanna, each mile being marked distinctly upon the trees.

Since Byrd's visit was prior to the 1738 law, these "measured miles" and the marked trees were apparently private improvements erected by Spotswood, rather than anything required by law.

Citations in county order books note the 1738 law requiring directional markers at crossroads and major road intersections. However, the relative rarity of stone highway markers in Virginia is implied by the infrequent references in the records of the county courts to road stones as opposed to the numerous references to posts of directions. Of the 18th century Virginian counties for which early road orders have been identified and published as part of VTRC's *Historic Roads of Virginia* series, only a few make any mention of road stones, and these references are non-specific: referring either to the 1738 law or, in a few cases, to general instructions to road overseers. The counties and years in the series are Albemarle (1744-1748) (Pawlett, 1975b); Albemarle (1783-1816) (Pawlett, 1975d); Amelia (1735-1753) (Pawlett, Miller, and Clark, 2002); Augusta (1745-1769) (Pawlett et al., 1998); Botetourt (1770-1778) (Miller, 2007a); Brunswick (1732-1749) (Pawlett, 1988); Culpeper (1763-1764) (Miller, 1994); Fairfax (1749-1800) (Mitchell, 2003); Fincastle (1773-1776) (Spillman, Thomas, and Miller, 2007); Frederick (1743-1772) (Luckman and Miller, 2005); Goochland (1728-1744) (Pawlett, 1975c); Louisa (1742-1748) (Pawlett, 1975a); Lunenburg (1746-1764) (Pawlett and Boyd, 1993); Montgomery (1777-1806) (Spillman, Thomas, and Miller, 2008); New Kent (1706-1743) (Miller, 2004); Orange (1734-1749) (Miller, 1984); Orange (1750-1800) (Miller, 1989); and Spotsylvania (1722-1734) (Pawlett, 1985).

The Spotsylvania volume contains orders that pre-date the 1738 legislation, although Spotswood's marked stones are noted as landmarks. The Brunswick, Goochland, Louisa, and Orange records, which include orders for the late 1730s to early 1740s, all contain references to the 1738 law that requires "stones or posts of direction" to be erected. However, subsequent orders of these counties, and of the other counties with the exception of Fairfax, refer only to posts of direction; signboards; and, in the case of Albemarle and Goochland counties, several marked trees (probably referring to the mile numbers on trees along the Three Notched Road). (Interestingly, the road order records for Botetourt, Fincastle, and Montgomery counties, which were established during the 1770s, do not refer to posts of directions or stones at all.) From 1749 to 1752, the Fairfax County road orders contain a clause requiring road overseers to erect "stones or posts according to the directions of the Act of Assembly in that case made and provided." A similar clause appears in road orders in neighboring Loudoun County between 1766 and the early 1770s (personal communication, Patricia B. Duncan [regional historian], February 2009). In both the Fairfax and the Loudoun records, the orders were subsequently simplified and the specifications regarding the legislation were omitted.

It is uncertain how many stone markers were erected along Virginia roads from 1738 until the early 1790s. In any event, none has been identified or is known to survive. The earliest documented surviving stone highway marker in Virginia, located in Brunswick County, dates from 1794; most extant examples are from the 19th century. The appearance and workmanship of these surviving stones vary greatly, and this indicates that there was apparently no standard "type" or dimensions for such markers. The 1794 Brunswick County example and many of the 19th century stone markers are irregular roughly carved native stones. Other stones display a

higher level of workmanship (and possibly are of a more carveable type of stone) and look like simple tombstones; a few are more carefully prepared carved stones. On average, between 18 inches to 4 feet of the marker is visible above ground; usually a greater section of the stone is below ground to provide support to keep the object upright and to prevent it from being easily dislodged or pulled up. Misspelling or abbreviation of words is common, and after a century or two of exposure to the elements, the lettering may be worn or partly destroyed.

Given both the lack of specifications and references in county records, and the relatively small numbers of existing examples, the erection of sign rocks and milestones on county roads was likely a decision made at the discretion of the individual overseer of the road, who may have been responsible for finding the material and, possibly, for carving the inscription. In the case of turnpike roads, the decision to erect stone markers would have been made by the engineer or turnpike company in question.

The use of sign rocks, milestones, and posts of directions continued through the 19th century and into the early 20th century. In the first decade of the 20th century, some regions of Virginia began to erect highway markers made of cast concrete instead of stone. The advent of national standards for highway signs (after the mid-1920s) and the creation of the primary system (1918) and secondary system (1932) in Virginia did away with the various forms of local road markers, replacing them with the standard signs of modern highways.

More than 40 road stones, milestones, and related objects have been identified in Virginia. Not all of these stones are located within current VDOT rights of way, and not all of these stones are in their original location. These stones date from the late 18th to the early 20th centuries and were associated variously with county roads and turnpikes.

Milestones

Surviving milestones located during the course of the VTRC survey work include early 19th century examples from a county road, examples from two early turnpikes, and examples associated with the late 19th century Richmond city limits.

A possible mile marker that may exist on an old road trace on a private farm in Fauquier County was not located during the VTRC survey, but is noted on the checklist that appears later in this report and in Appendix A.

Two milestones are also known to survive from the so-called Cocke Road, a county road in Fluvanna County. Five milestones, erected in the 1830s, survive from the Northwest Turnpike (the predecessor of part of Route 50) and are located west of Winchester in Frederick County. Four milestones, dating from the 1820s, remain from the Manchester-Petersburg Turnpike (the predecessor of Route 1, which ran between the old port of Manchester on the James River [now part of Richmond] and Petersburg); one of these milestones is located within what is now the southern portion of Richmond; the other three stones are in Chesterfield County (one of these stone has been broken, but the base remains in its original location). Also near Richmond are two late 19th or very early 20th century milestones indicating the distance to the city limits.

The Cocke Road milestones, which are of similar design, are low, slightly irregular rectangular stones with a rounded top. One remains in the Route 15 right of way south of Palmyra; the other was moved to the grounds of a local museum. In their locations along Route 15, these stones measured approximately 16 inches high above the ground surface. These milestones and the other surviving Cocke Road stones (the others being of the sign rock variety) have no counterparts in the region and were likely provided by Gen. John Hartwell Cocke of Bremond plantation, who was the overseer of the road. A number of carved stone features in Powhatan County, also included in this survey, are associated with the Belmead plantation owned by Gen. Cocke's son, Philip St. George Cocke, suggesting a family interest in stone masonry of this type.

The Northwest Turnpike milestones, all of similar design, are roughly rectangular limestone stones. These range from approximately 16 to 18 inches high above the ground surface. Milestones 38, 36, 35, 33, and 31 survive, indicating the distances to Romney (now in West Virginia). Carved on each stone is the inscription "TO R" and the mileage, i.e., for the first stone "38 M," with subsequent stones marked "36 M," "35 M," etc. The inscription indicates "To Romney 38 [or 36, etc.] miles." All of these milestones were set in concrete bases during the improvements to Route 50 in the mid-20th century (Figure 1). Where construction of a new alignment or other changes prevented the old milestone from remaining in its original location, it was reset as close as possible to the original location and in the same relationship as it originally had to the highway right of way.

The Manchester-Petersburg Turnpike milestones, all of similar design, are rectangular stones with a rounded top. Whitewash or white paint thickly applied to these stones prevents precise identification of the type of stone used, but all are likely of local granite. Most of these range from approximately 32 to 33 inches high above the ground surface (although one is 26 inches high). Milestones 1, 6, 7, and 9 survive, indicating the distances to Manchester. Carved on each stone is the inscription "TO MANCH" and the mileage, i.e., for the first stone "1 MILE," with the other surviving stones marked "6 MILES," "7 MILES," or "8 MILES" (Figure 2).

Concrete Mile Markers

Two early 20th century cast concrete county road mile markers were identified in the course of the survey work. Both of these date from ca. 1910 and marked the distances on the road between Elon and Lynchburg. Standing approximately 50 inches above the ground surface, these markers measure 8½ inches wide and 8½ inches deep and have a shallow pyramidal top. Popularly designated as "L1" and "L5" from their inscriptions (i.e., abbreviations indicating 1 mile to Lynchburg and 5 miles to Lynchburg), these were located in Amherst County just north of Lynchburg. The L1 marker remains in its original location (Figure 3); the L5 marker was moved to the Amherst County Museum because of threats to its location on an abandoned section of road. Although made of cast concrete with some rudimentary reinforcing, these early markers are reminiscent in shape and appearance to older stone markers; the form of the inscriptions is similar to the hand-cut letters and numbers on many 19th century road stones.



Figure 1. Milestone 36 on the Northwest Turnpike, Frederick County, 1830s



Figure 2. Milestone 7 on the Manchester-Petersburg Turnpike, Chesterfield County, 1820s



Figure 3. “L1” (1 Mile to Lynchburg) Concrete Mile Marker, Madison Heights, ca. 1910

Sign Rocks

Examples of the sign rock type of road stone were identified in Bedford, Brunswick, Fluvanna, Halifax, Pittsylvania, and Spotsylvania counties.

The three known Bedford County examples are irregular stones. Only one remains in its original location: standing at the intersection of what are now Routes 654 and 805, it stands approximately 59 inches above the ground surface. Another no longer has a legible inscription and was moved to a location off the road and provided with a plaque identifying it as a sign rock. The location of the third is no longer known.

Eight road stones of the sign rock type, and what has sometimes been identified as a sign rock (but is more likely a boundary marker), were identified in Brunswick County. These include the oldest identified road stone found during this survey work: the sign rock dated 1794 near Route 670 in Brunswick County. It is an irregular stone, standing approximately 35 inches high above the ground surface. Its inscription gives the date, directions to Brunswick Court House (3 miles away) and to “the West Ward Ford” (5 miles distant), and the initials “H. H.” (likely the overseer of the road). Another stone on Route 670, undated, standing approximately 34 inches above the ground surface, gives directions to Eatons’s ferry and to Wright’s bridge. Also notable is the stone marker at Valentines, which is located at the intersection of Routes 670 and 600 at Wright’s Store; it is within the right of way and is apparently in its original location. It is an irregular stone, standing 26 inches high above the ground level. Carved on the stone is the inscription “1825 / TO RANDOLPH / ORDANARY / 8 MILES” (Randolph’s ordinary was located near the Roanoke River). This stone is unusual in that it is kept whitewashed and the letters of its inscription are painted black (Figure 4). Most surviving stones of this kind are in their natural condition. Another stone, dated 1819 and with a well-preserved inscription giving the directions to Brunswick [Court House?] and to Petersburg, was moved to the county seat of Lawrenceville where it is part of a display at the fire house. The locations of several other sign rocks, noted in *Brunswick County, Virginia 1720-1975* (Neale, 1975) are currently uncertain (personal communication, Gay Neale [regional historian], 2008).

Several sign rocks have been identified in Fluvanna County. These include three stones, apparently erected in 1828, all with extensive inscriptions related to Cocke Road. Two of these stones are near abandoned portions of the Cocke Road bed on private property; one was moved to an unknown location prior to 1971. One of these stones was accessible: it is a slightly irregular stone with a rounded top, standing approximately 36 inches above the ground surface (Figure 5). Another stone, marked “1819” and located near the intersection of Routes 600 and 633, is probably a boundary marker rather than a road stone.

Six sign rocks, several with extensive inscriptions, were identified in Halifax County. The two best known are the stones on Route 643 at McKendree Church. They are both in their original location. One of these is a slender irregular stone standing approximately 58 inches above ground level with the inscription “LEFT TO / COLES FERRY / 17 MLS. / RIGHT TO / THE COUR / THOUSE / 8 MLS / 1828” (Figure 6). The other, an undated, shorter irregular stone located across the road, stands approximately 40 inches above ground level and bears the inscription “RIGHT TO / PANELS 22 MILE / LEFT TO / MEADS VILL / 2 MLS.” Other



Figure 4. Sign Rock at Valentines, Brunswick County, Dated 1825 (the stone has been whitewashed and the inscription painted black)



Figure 5. One of the Sign Rocks for the Coker Road, Fluvanna County, 1820s (chalk was applied to the inscription for greater visibility)



Figure 6. Sign Rock at McKendree Church, Halifax County, Dated 1828 (pigment has been applied to the inscription)

Halifax County sign rocks include the stone on Route 626 (formerly part of Coles Ferry Road), standing 24 inches above the ground level, but with the inscription no longer legible. Three other sign rocks, also with lengthy inscriptions, were moved and are now on private property (see Appendix A). The original locations of two of these stones are known (and one reportedly was returned to and reset in its original site). The original location of the third stone is unknown.

Two Pittsylvania County road stones of the sign rock type were identified during the VTRC survey, but both were moved from their original locations. One stone was originally located near the intersection of Routes 701 and 360 but was subsequently moved to the east side of Route 701. An irregular stone now standing approximately 40 inches above the ground level, it bears the inscriptions “LEFT / TO / BEAVERS / 8 M” and “RITE / TO / LINCHES / 60 M.” Another sign rock, formerly located at the intersection of Routes 832 and 698 in Pittsylvania County, was moved years ago to a house near Turberville in Halifax County, where it was set into a fireplace as a decorative element.

One sign rock was identified in Spotsylvania County. Still in its original location and within the state right of way, it stands on Route 738 at the crossing of Ta River. Dated 1819, it is an irregular stone standing approximately 40 inches high above the ground level and has inscriptions on three of its four faces. The north face has “TO / NEWMAR / KET 7 MS / R.L.” carved on it; the south face has “TO M / PLEASA / NT 3 MS”; and the east face reads “TO M / H [illegible] / MAY 1 MS / 1819 / L.G. MADDOX / AUG 14 / 1889 / R.O.”

Related Objects

Several property boundary markers that resemble road stones were identified in the course of the VTRC field surveys. These include the example from Brunswick County and the two Fluvanna County examples noted previously: the stone marked “1819” and the Bremo boundary stone, dated 1725. The large stone on Route 50 in Fauquier County, standing 38 inches high above the ground surface and with the inscription “1909 / F / 20,” proved to be a county boundary marker (see Appendix A). Examples of the more typical type of early stone property boundary, an elongated fieldstone set upright, are still widespread in rural Virginia; with the exception of the examples in the towns of Powhatan and Washington, noted next, these were not included on the VTRC survey.

An interesting assemblage of stones was identified in Powhatan County. This includes the large upright shaped stones that are apparently boundary stones at the town of Powhatan, the county seat: the north stone (standing approximately 66 inches above the ground surface) is cut to a peak and lines up with the notch cut at the top of the south stone (which stands approximately 52 inches above the ground surface). The stones and workmanship are similar to those of the two pairs of gate markers dated 1857 and located off Route 684 at entrances to Philip St. George Cocke’s Belmead plantation. Also on Route 684 and near the Belmead property is the S. F. Memorial stone, dated 1840 and commemorating the death of Philip St. George Cocke’s aunt in a carriage wreck.

An irregular stone, approximately 20 inches high above the ground surface and thought by some to have been a road stone, is located in the town of Washington (county seat of Rappahannock County). It has no visible inscription and apparently is an early boundary stone rather than a road stone, as research indicated that it was located on the old town boundary line (see Appendix A).

Historic Significance and Treatment Issues

The extant road stones identified by the VTRC field survey and related research were reviewed on May 28, 2003, by the Historical Structures Task Group (HSTG), the interdisciplinary, interagency group that makes recommendations on historic significance for transportation-related structures under VDOT purview in Virginia. The HSTG recommended that all early road stones remaining in their original locations within the state right of way should be considered individually eligible for the National Register. Stones on private property were recommended as potentially individually eligible if they were in their original location. The HSTG recommended that moved stones generally not be considered individually eligible, particularly if the original site was not known, although moved stones could be eligible if the original site was known.

The stone of these resources may be fragile because of its composition or because of weather action, prior application of caustic or acidic substances, or previous damage. These resources can be damaged, broken, or eroded by mechanical impacts, and care should be taken with routine maintenance, construction activities, or any other activities that might impact on these resources. Management recommendations for road stones and related resources are provided in the VTRC report *Management Considerations for Cultural Resources in Virginia Department of Transportation Rights of Way* (Miller, 2007b).

Although a number of early stone highway markers still survive in their original location, many more were destroyed by vandals or by individuals who did not recognize (or were not concerned about) their significance, and others were removed from their original site by people seeking building stones, souvenirs, or interesting landscape features for their property or for public spaces. Other stones were moved by well-intentioned individuals or groups attempting to protect the stone against perceived threats. Such well-meaning individuals or groups have argued that moving a marker “saves” it from the perceived threats. However, removing a marker from its original location not only takes the marker out of its historic context (and often the original location is lost forever), it also destroys what may be the only surviving evidence of earlier transportation networks. In addition, in at least three cases (noted in Appendix A), enthusiastic but inexpert citizen attempts at moving such stones resulted in damage to the stones.

Any stones on state highway rights of way are under VDOT’s administration. Moving them, if deemed necessary, is at VDOT’s discretion. Current VDOT practice is to leave such stones in place unless their site is actively threatened. Moving a road stone, as with moving an historic house, should be undertaken only as a last resort when all other preservation/protection options have been unsuccessful. The case, detailed elsewhere in this report, of the concrete L5 mile marker that was moved to the Amherst County Museum because of threats to its location on

an abandoned section of road is a rare situation where moving the marker was the best option to preserve the resource.

CHECKLIST OF VIRGINIA ROAD STONES, INCLUDED IN THIS STUDY, ORGANIZED BY VDOT DISTRICT

A checklist of Virginia's road stones, i.e., sign rocks, milestones, and related objects, identified in this survey, organized by VDOT district, follows. Expanded information on each stone and related object identified in this survey is provided in Appendix A. The numbers in parentheses refer to the district numbering system used by VDOT.

Bristol District (1)

No road stones or related objects were identified in the Bristol District

Salem District (2)

Bedford County

- Bedford County Road Stone: ca. 1863; originally located near Flint Hill; later moved to Dickerson Mill Road in the Town of Bedford; moved slightly to present location in 1976.
- Bedford County Road Stone: date unknown; intersection of Routes 654 and 805, Morgan's Church vicinity.
- Bedford County Road Stone: date unknown; originally located at the intersection of Routes 805 and 654; moved from original location and now on private property, precise location unknown.

Lynchburg District (3)

Amherst County

- L1 Marker (Amherst County Concrete Mile Marker): ca. 1907-1911; at Main Street and Golf Drive, Madison Heights.
- L5 Marker (Amherst County Concrete Mile Marker): ca. 1907-1909; originally located on the Elon Road (Route 130); moved from Route 130 to Amherst County Museum, 154 South Main Street, Town of Amherst, in 2003.

Halifax County

- Halifax County Road Stone: 1826; originally located at the intersection of Route 642 and road trace from McKendree Church; later moved to the yard of a house off Route 501 near Halifax Court House.

- Halifax County Road Stone: 1820s; Town of Crystal Hill, Route 626 (formerly part of Coles Ferry Road).
- Halifax County Road Stone: 1826; Town of High Rock, Route 770 (in yard of house on east side of Route 770, 0.2 mile north of the intersection with Route 676).
- Halifax County Road Stone: date unknown; original location unknown; now moved to the yard of a house off Route 832.
- Halifax County Road Stone (McKendree Church Stone 1): 1828; Route 643 (on the south side of Route 643, 75 feet west of the intersection with Route 814), at McKendree Church.
- Halifax County Road Stone (McKendree Church Stone 2): date unknown; Route 643 (on the north side of Route 643, 98 feet west of the intersection with Route 814), at McKendree Church.

Pittsylvania County

- Pittsylvania County Road Stone (Site of Moved Stone): date unknown; originally located at the intersection of Routes 832 and 698; the stone was moved and is set into the fireplace in a 20th century house at Turberville, Halifax County (the house was not accessible, and this stone could not be examined).
- Pittsylvania County Road Stone: date unknown; originally located near the intersection of Routes 701 and 360; later moved and now located on the east side of Route 701, 0.34 mile north of Route 360.

Richmond District (4)

Brunswick County

- Brunswick County Road Stone: date unknown; intersection of Routes 670 and 672.
- Brunswick County Road Stone: 1819; moved from original (undocumented) location to Fire Department, Route 58 Business N, Town of Lawrenceville, in mid–20th century.
- Brunswick County Road Stone: 1825; intersection of Routes 670 and 600 at Wright’s Store, Valentines.
- Brunswick County Road Stone: 1794; intersection of Routes 606 and 670.
- Brunswick County Road Stone: date unknown; reported to be on Route 644 near Lew Jones Road near Alberta (this stone was not located or examined).

- Brunswick County Road Stone: 1835; reported to be between Ebony and Gasburg at the intersection of Routes 644 and 626 (this stone was not located or examined).
- Brunswick County Road Stone: date unknown; reported to have been used as a doorstep at a house at Ebony in 1975, by which time the inscription could no longer be read (this stone was not located or examined).
- Brunswick County Road Stone: date unknown; reported to have formerly stood near Gholsonville near Sign Rock Church on Route 751 off Route 611 (removed from original location by 1975).

[Note: The following stone does not appear to be a road stone but is apparently a property boundary marker.]

- Brunswick County (Boundary Marker?) Stone (probably not a road stone; likely a property boundary marker): date unknown; north side of Route 1 between Meredithville and Cochran.

City of Richmond

- City of Richmond Milestone 1: between 1867 and 1908; south of Sherwood Avenue on west side of Brook Road.
- City of Richmond Milestone 2: between 1867 and 1908; between Confederate and Wilmington avenues on west side of Brook Road.
- Manchester-Petersburg Turnpike Milestone 1: mid-1820s; Jefferson Davis Highway and Gordon Street, in front of Model Tobacco Company.

[Note: In Appendix A, entries for the City of Richmond stones are under “Richmond, City of.” Entries for the Manchester-Petersburg Turnpike stones are under ”Manchester-Petersburg Turnpike.”]

Chesterfield County

- Manchester-Petersburg Turnpike Milestone 6: mid-1820s; Jefferson Davis Highway, Route 1 south of Falling Creek (this stone was broken in 2003; the base remains in the ground; the upper portion is in storage at the VDOT Richmond District office).
- Manchester-Petersburg Turnpike Milestone 7: mid-1820s; Jefferson Davis Highway.
- Manchester-Petersburg Turnpike Milestone 9: mid-1820s; Jefferson Davis Highway and Reymont Road.

Powhatan County

[Note: The following stones are not road stones but are apparently (for the first two entries) town boundary markers and (for the last three entries) objects relating to the Belmead estate.]

- North Boundary Marker Stone at Powhatan Courthouse (not a road stone; this is apparently a town boundary marker): the traditional date is 1777, but these stones may be later, possibly mid-19th century; Town of Powhatan, intersection of Old Buckingham Road (Route 13) and Route 1006.
- South Boundary Marker Stone at Powhatan Courthouse (not a road stone; this is apparently a town boundary marker): the traditional date is 1777, but these stones may be later, possibly mid-19th century; Town of Powhatan, Old Buckingham Road (Route 13).
- Belmead Estate Upper Gate Markers (Paired Stones) in Powhatan County (not road stones; these are entry markers and stone gate posts for the Belmead estate): 1857; at road trace marking old upper entry to the Belmead estate, off Route 684.
- Belmead Estate Lower Gate Markers (Paired Stones) in Powhatan County (not road stones; these are entry markers and stone gate posts for the Belmead estate): 1857; at entry to the Belmead estate, off Route 684.
- S.F. Memorial Stone in Powhatan County (not a road stone; this is an early roadside memorial marker): 1840; adjoining Belmead property on Route 684.

Hampton Roads District (5)

No road stones or related objects were identified in the Hampton Roads District.

Fredericksburg District (6)

Spotsylvania County

- Spotsylvania County Road Stone: 1819 (with apparent alterations or additions, 1889); on Route 738, adjoining the Ta River bridge.

Culpeper District (7)

Fauquier County

- Fauquier County Road Stone[?]: date unknown; according to a reference in the files of the Virginia Department of Historic Resources, this object, described as a “mile marker” was reported to be located on an old road trace on a farm near Marshall (this stone was not located or examined).

[Note: The following stone is not a road stone but is a county boundary marker.]

- Fauquier County Boundary Marker (sometimes mistaken for a road stone, this object is located at the intersection of Fauquier, Clarke, and Loudoun counties): 1909; intersection of Routes 50/17 and 601, approximately 1 mile west of Paris.

Fluvanna County

- Fluvanna County Road Stone (Cocke Road Milestone No. 1): ca. late 1820s; formerly located on Route 15 south of Palmyra, approximately 100 feet north of Route 640; moved to Old Stone Jail Museum in Palmyra in 2007.
- Fluvanna County Road Stone (Cocke Road Milestone No. 3): ca. late 1820s; Route 15 just south of Palmyra, approximately 200 feet north of Route 635.
- Fluvanna County Road Stone (Cocke Road Stone): 1828; off Route 650, near abandoned roadbed, adjoining the New Fork Baptist Church.
- Fluvanna County Road Stone (Cocke Road Stone): 1828; reported to have formerly stood off Route 650 near an abandoned roadbed across from the New Fork Baptist Church (removed from original location by 1971; this stone was not located or examined).
- Fluvanna County Road Stone (Cocke Road Stone): ca. 1828; intersection of two road traces on Bremo plantation; photographed during a VTRC field survey in 1975.

[Note: The following stones are not road stones but are apparently property boundary markers.]

- Bremo Boundary Marker: 1725; located near a road trace on Bremo plantation; photographed during a VTRC field survey in 1975.
- Fluvanna County Stone (probably not a road stone; likely a property boundary marker): 1819(?); intersection of Routes 600 and 633.

Rappahannock County

[Note: The following stone is not a road stone but apparently is a town boundary marker.]

- Town of Washington Boundary Marker: probably 19th century; apparently a boundary marker since it was previously located at the edge of the old town boundary in Washington, Virginia; moved slightly and reset again.

Staunton District (8)

Frederick County

[Note: These milestones, all relating to the 1830s Northwest Turnpike, are numbered according to the mileage to Romney (formerly in Virginia, but now in West Virginia); therefore, the numbers run in *descending* order from east to west (i.e., toward the West Virginia line).]

- Frederick County Northwest Turnpike Milestone 38: early 1830s; Route 50 at the intersection of Route 608.
- Frederick County Northwest Turnpike Milestone 36: early 1830s; McQuire vicinity, Route 50 and Silverrod Lane.
- Frederick County Northwest Turnpike Milestone 35: early 1830s; Hayfield, Route 50 and Hogue Creek Road (Route 615).
- Frederick County Northwest Turnpike Milestone 33: early 1830s; west side of Route 50.
- Frederick County Northwest Turnpike Milestone 31: early 1830s; Gore, opposite Route 751 at Willa Cather Birthplace.

Northern Virginia District (9)

No road stones or related objects were identified in the Northern Virginia District.

CONCLUSIONS

- A variety of early types of road stones and related objects have been found in VDOT rights of way. Possibly more are likely to be found.
- Proper identification of these resources (including their type, probable age, and material) is vital both to proper management, including preservation planning, maintenance, and treatment of the resource, and to minimization of the impact in personnel time and costs on transportation planning and projects.
- VDOT personnel and contractors, as well as members of the public, will benefit from information on identification and proper management of these resources.

RECOMMENDATIONS

1. *Given the relatively small numbers of surviving sign rocks, milestones, mile markers, and related objects, VDOT maintenance or construction personnel should bring any examples that are found within the state right of way in the course of projects or by individuals to the attention of the VDOT district cultural resource personnel. Cultural resource personnel can check this report to determine whether the resource has been documented. If not, they can document and advise the appropriate maintenance or construction personnel with regard to protecting and preserving the resource.*

2. *VDOT cultural resource personnel should record any information on and the locations of sign rocks, milestones, mile markers, and related objects that are identified in the future on VDOT rights of way and should enter it into the Department of Historic Resources (DHR) Data Sharing System (DSS). Further, they should make the records available to both DHR and VDOT personnel and contractors and should update data on related DHR maps as needed.*
3. *VDOT maintenance personnel should maintain early sign rocks, milestones, mile markers, and related objects still in their original locations in place within the state right of way to the extent that is feasible. Such resources should be left in place unless their site is actively threatened by a maintenance or construction project.*
4. *In the case of a threatened site, when it is not possible to retain the road stone or related object in its original position, VDOT cultural resource staff should document the road stone and its original position and the road stone should then be moved and reset as close as possible to its original location and in the same relationship it originally had to the highway right of way.*
5. *To prevent damage or impacts from maintenance or construction, VDOT maintenance or construction personnel should follow the additional treatment recommendations for road stones and related resources as included in the VTRC report Management Considerations for Cultural Resources in Virginia Department of Transportation Rights of Way (Miller, 2007b).*

BENEFITS AND IMPLEMENTATION PROSPECTS

The benefits of this project are that the information in this volume provides readily accessible information on the general history of this resource type, as well as data on the extant early road stones, milestones, and related objects in Virginia. Having this information available will facilitate cultural resource research relating to projects in the vicinity of these resources and will prevent project delays or damage to cultural resources that might be caused by a lack of this information. VDOT personnel and consultants will save numerous hours of documentary research and fieldwork by having the information contained in this report at hand. A very conservative estimate of the cost savings to VDOT in personnel time, avoided consultant costs, and avoided project delays is between \$10,000 and \$20,000 per year, or between \$50,000 and \$100,000 over a 5-year period.

The potential for implementation of the recommendations in this report is excellent. Road stones under VDOT purview have already been entered into DSS (see Recommendation 2). A number of VDOT cultural resource personnel have already successfully used the documentary practices in Recommendations 1 and 2, and VDOT has already undertaken the maintenance of stones in or as near as possible to their original location in a number of cases.

ACKNOWLEDGMENTS

The field survey of road stones undertaken at VTRC in the early 2000s, which formed the basis of this report, built upon earlier research and survey work undertaken at VTRC during the 1970s, 1980s, and early 1990s by the late Nathaniel Mason Pawlett and by Howard H. Newlon, Jr. Extensive additional information, knowledge, and assistance for the VTRC survey of the early 2000s were provided by the late John E. Wells of VDOT's Richmond District and by R. G. D. Pottage III of Halifax Court House. Appreciation is also given to VDOT's cultural resource personnel, particularly to Randy M. Lichtenberger of VDOT's Lynchburg District for DSS entry, to VDOT district and residency personnel for background information on various road stones, and to the members of the technical review committee for this project: Amy O'Leary (VTRC), G. Michael Fitch (VTRC), Wallace T. McKeel (VTRC), and Randy M. Lichtenberger (VDOT's Lynchburg District)

REFERENCES

- Albemarle County Court Order Book 1 (1744-1748)*. Albemarle County Circuit Court Clerk's Office, Charlottesville, VA.
- Byrd, William II. "A Progress to the Mines" (1732). Originally published in *The Westover manuscripts*, 1841; reprinted in W. W. Scott, *A History of Orange County, Virginia*, Everett Waddy Co., Richmond, 1907.
- Hening, William Waller. *The Statutes at Large; Being a Collection of All the Laws of Virginia from the First Session of the Legislature in the Year 1619*. 13 vols. Originally published 1819-1823; facsimile publication, University Press of Virginia, Charlottesville, 1969.
- Luckman, G., and Miller, A. B. *Frederick County Road Orders 1743-1772*. Virginia Transportation Research Council, Charlottesville, 2005.
- Miller, A. B. *Orange County Road Orders 1734-1749*. Virginia Highway & Transportation Research Council, Charlottesville, 1984.
- Miller, A. B. *Orange County Road Orders 1750-1800*. Virginia Transportation Research Council, Charlottesville, 1989.
- Miller, A. B. *Culpeper County Road Orders 1763-1764*. Virginia Transportation Research Council, Charlottesville, 1994.
- Miller, A. B. *New Kent County and Hanover County Road Orders 1706-1743*. Virginia Transportation Research Council, Charlottesville, 2004.
- Miller, A. B. *Botetourt County Road Orders 1770-1778*. Virginia Transportation Research Council, Charlottesville, 2007a.

- Miller, A. B. *Management Considerations for Cultural Resources in Virginia Department of Transportation Rights of Way*. Virginia Transportation Research Council, Charlottesville, 2007b.
- Mitchell, B. *Fairfax County Road Orders 1749-1800*. Virginia Transportation Research Council, Charlottesville, 2003.
- Neale, G. *Brunswick County, Virginia 1720-1975*. Pvt. Print for the Brunswick County Bicentennial Committee, Brunswick County, 1975.
- Pawlett, N. M. *Louisa County Road Orders 1742-1748*. Virginia Highway & Transportation Research Council, Charlottesville, 1975a.
- Pawlett, N. M. *Albemarle County Road Orders 1744-1748*. Virginia Highway & Transportation Research Council, Charlottesville, 1975b.
- Pawlett, N. M., *Goochland County Road Orders 1728-1744*. Virginia Highway & Transportation Research Council, Charlottesville, 1975c.
- Pawlett, N. M. *Albemarle County Road Orders 1783-1816*. Virginia Highway & Transportation Research Council, Charlottesville, 1975d.
- Pawlett, N. M. *Spotsylvania County Road Orders 1722-1734*. Virginia Highway & Transportation Research Council, Charlottesville, 1985.
- Pawlett, N. M. *Brunswick County Road Orders 1732-1749*. Virginia Transportation Research Council, Charlottesville, 1988.
- Pawlett, N. M., and Boyd, T. J. *Lunenburg County Road Orders 1746-1764*. Virginia Transportation Research Council, Charlottesville, 1993.
- Pawlett, N. M., Miller, A. B., Clark, K. M., and Samuel, T. L. *Augusta County Road Orders 1745-1769*. Virginia Transportation Research Council, Charlottesville, 1998.
- Pawlett, N. M., Miller, A. B., and Clark, K. M. *Amelia County Road Orders 1735-1753*. Virginia Transportation Research Council, Charlottesville, 2002.
- Spillman, B. E., Thomas, S. P., and Miller, A. B. *Fincastle County Road Orders 1773-1776*. Virginia Transportation Research Council, Charlottesville, 2007.
- Spillman, B. E., Thomas, S. P., and Miller, A. B. *Montgomery County Road Orders 1777-1806*. Virginia Transportation Research Council, Charlottesville, 2008.
- Webb, S. and Webb, B. *English Local Government: The Story of the King's Highway*. Longmans, Green and Co., London, New York, Calcutta and Bombay, 1913.

APPENDIX A: VIRGINIA ROAD STONES AND RELATED OBJECTS

Entries appear under the appropriate county except for the categories of “Manchester-Petersburg Turnpike” and “Richmond, City of.”

[Note: The acronym “ROW” (for “right of way”) is used throughout this Appendix.]

AMHERST COUNTY

L1 Marker (Amherst County Concrete Mile Marker)

- Near Street/Road: Main Street and Golf Drive, Madison Heights
- Within ROW; in original location
- Date: ca. 1907-1911
- Above Ground Dimensions (Cast Concrete):
 - Height: 50 inches
 - Width: 8½ inches
 - Depth: 8½ inches
- Inscription: “L1” (i.e., 1 mile to Lynchburg), molded into the concrete
- Notes: This marker was erected as part of the improvement of the Lynchburg to Amherst road, which was undertaken in 1907-1911. The L1 and L5 concrete mile markers, although made of what is now a common material, are early examples of this use of concrete, are rare survivors of this type of marker, and for these reasons are significant. For the background of the associated road improvement project, see Appendix B.

L5 Marker (Amherst County Concrete Mile Marker)

- Near Street/Road: Originally located on the Elon Road (now Route 130); now at Amherst County Museum, 154 South Main Street, Amherst, Virginia
- Not within ROW; moved from original location
- Date: ca. 1907-1909
- Above Ground Dimensions (Cast Concrete):
 - Height: 51 inches
 - Width: 8½ inches
 - Depth: 8½ inches
- Inscription: “L5” (i.e., 5 miles to Lynchburg), molded into concrete
- Notes: This marker was erected as part of the improvement of the Elon road (an adjunct to the improvement of the Lynchburg to Amherst road). It originally stood on the side of the Elon Road (now Route 130) 1 mile west of the current intersection of Routes 130 and 29. The road alignment was shifted in the 1930s, leaving the road marker abandoned in a field. By 2002 it was deteriorating, cracked, and about to fall; the site was overgrown and was going to be cleared. With the cooperation of VDOT, the Amherst County Museum, and a number of private citizens, the marker was moved to the Amherst County Museum in April 2003.

The L1 and L5 concrete mile markers, although made of what is now a common material, are early examples of this use of concrete, are rare survivors of this type of

marker, and for these reasons are significant. For the background of the associated road improvement project, see Appendix B.

BEDFORD COUNTY

Bedford County Road Stone

- Near Street/Road: Originally located near Flint Hill, this stone later was moved to the shoulder of Dickerson Mill Road (Route 746) near its present location; in 1976 it was moved about 25 feet back from the road to its present location at the intersection of Route 122 S and Dickerson Mill Road (Route 746), Town of Bedford
- Within ROW; moved from original location
- Date: Plaque indicates ca. 1863; documentation is uncertain
- Above Ground Dimensions (Irregular Stone):
 - Height: 39½ inches
 - Width: 15 inches
 - Depth: 13 inches
- Inscription (Modern Text on Metal Plaque Affixed to Stone): “Historic Landmark / Sign Rock / erected c 1863 / by / Anthony Wright / Restored and dedicated by the / Bedford Council of Garden Clubs / 1976”
- Notes: According to a newspaper article (a partial copy of which is included in VTRC survey files) noting the stone’s 1976 moving, the stone’s original location was “somewhere near Flint Hill” and it was later moved to the shoulder of Dickerson Mill Road. (The name and date of the newspaper are missing from the clipping, but the format and wording of the article indicate that the source was a local paper. The date of the move is given as “March 18” and the year 1976 can be supplied from the modern plaque.) In 1976 the stone was moved about 25 feet from this (second) location and was erected at the present site. The newspaper article notes that when the stone was being excavated for the 1976 move, it was found to be set in a concrete footing. Repeated attempts to pull the stone up with a tractor failed, and the movers finally used a jackhammer to cut off the portion of the stone above the concrete. The top portion of the stone was then moved to its present site and was set into a new concrete base. The original total length of the stone is unknown.

Bedford County Road Stone

- Near Street/Road: Intersection of Routes 654 and 805, near Morgan’s Church
- Partly within ROW (Bedford Residency reports that stone is 80% within the ROW; in original location)
- Date: Unknown
- Above Ground Dimensions (Irregular Stone):
 - Height: 59 inches
 - Width: 12 inches top, 21 inches bottom
 - Depth: 4½ inches top, 8 inches bottom
- Inscription (Carved on Stone): “TO GR / EARS [Greers] / FORD 9 / MILES”
- Notes: In a 1991 letter and photograph sent to VTRC (included in VTRC survey files), Mrs. Rachel Bishop of Moneta described both this and another nearby road stone / sign

rock and noted that “the old Rocky Mt. Turnpike passed by these two signs.” (The enabling act for the Rocky Mount Turnpike was passed in 1847, although the road stones might, of course, be older.) Mrs. Bishop identified Greer’s Ford as the crossing of the predecessor of Route 654 over the Staunton River (the crossing no longer exists, having been obliterated by the creation of Smith Mountain Lake).

Bedford County Road Stone

- Near Street/Road: Originally located at the intersection of Routes 805 and 654, probably within ROW; the stone was later moved from its original location to a yard on private property; its precise location is now unknown.
- Date: Unknown
- Above Ground Dimensions: Unknown
- Inscription (Carved on Stone) [from VTRC File Image]:
 - “TO / HALES FORD / 7 MILES”
 - [on other side] “PHELPS 4 MILES”
- Notes: This stone could not be located during a field survey in 2002; it is documented in a 1991 photograph and letter sent to VTRC by Mrs. Rachel Bishop of Moneta (included in VTRC survey files). Mrs. Bishop noted that the stone had fallen over and that a neighbor had “installed it in his yard for safe keeping.” The neighbor and the location of his property are not identified in the letter and have not been discovered. Hales Ford is the area on the Staunton River crossed by Route 122; the current bridge is still known as “Hale’s Ford bridge.” A two-span covered Howe truss at the site was torn down in 1940.

BRUNSWICK COUNTY

Brunswick County Road Stone

- Near Street/Road: Intersection of Routes 670 and 672, at “Sign Rock Cemetery”
- Not within a presently traveled ROW; fallen and reset since the 1970s
- Date: Unknown
- Above Ground Dimensions (Irregular Stone):
 - Height: 34 inches
 - Width: 18 inches
 - Depth: 8 to 11 inches
- Inscription (Carved on Stone): “EATONS / FERRY 12 / TO WRIGHTS / BRIDGE”
- Notes: VTRC file images from the 1970s show this stone lying on the ground; it is now upright.

Brunswick County Road Stone

- Near Street/Road: Original location unknown; now located at the Fire Department, 58 Business N, Town of Lawrenceville
- Not within ROW; moved from original location to Fire Department property
- Date: 1819
- Above Ground Dimensions (Irregular Stone, Set in Brick Masonry Base of Fire Bell Monument at Fire Department):
 - Height: 34 inches

- Width: 26½ inches
- Depth: Unknown (stone is recessed into the monument)
- Inscription (Carved on Stone): “TO / BRUNSWICK PETERSBURG / COURT HOUSE 45M / C 1819 / WCP”
- Notes: The original location is unknown; the stone was moved to its current location in the mid-20th century and was mortared into the base of the fire bell as a decorative feature.

Brunswick County Road Stone

- Near Street/Road: Intersection of Routes 670 and 600 at Wright’s Store, Valentines
- Within ROW; in original location
- Date: 1825
- Above Ground Dimensions (Irregular Stone):
 - Height: 26 inches
 - Width: ~28 inches
 - Depth: ~7 inches
- Inscription (Carved on Stone): “1825 / TO RANDOLPH / ORDANARY / 8 MILES”
- Notes: This stone is kept whitewashed, with the inscription painted black. Randolph’s ordinary was located near the Roanoke River (see *Brunswick County, Virginia 1720-1975*) (Neale, 1975, p. 119).

Brunswick County Road Stone

- Near Street/Road: Intersection of Routes 606 and 670
- Not within a presently traveled ROW; approximately in its original location
- Date: 1794
- Above Ground Dimensions (Irregular Stone):
 - Height: 35 inches
 - Width: ~26 inches
 - Depth: ~11 inches
- Inscription (Carved on Stone): “1794 / TO RIGHT TO BRUNS / WICK COURTHOUSE 3 M. / THE LEFT TO THE WEST / WARD FORD 5 MILES / H H”
- Notes: This is the oldest documented surviving road stone in Virginia; it has been reset in a concrete base, in approximately its original location

Brunswick County Road Stone

- Near Street/Road: Reported to be on Route 644, near Lew Jones Road near Alberta; (this stone was not located or examined)
- Location uncertain
- Date: Reportedly quarried using slave labor, so an antebellum date is assumed
- Above Ground Dimensions: Unknown
- Inscription: No longer legible, but reported to have formerly read (carved on stone): “5 miles to Alberta, 10 miles to Grandy, 15 miles to Lawrenceville, 7½ miles to Warfield”

- Notes: This stone and the information concerning it are cited in *Brunswick County, Virginia 1720-1975* (Neale, 1975, p. 305); the stone was reported to have been quarried at Mason's Mill by slave labor.

Brunswick County Road Stone

- Near Street/Road: Reported to be between Ebony and Gasburg at the intersection of Routes 644 and 626; (this stone was not located or examined)
- Location uncertain
- Date: 1835
- Above Ground Dimensions: Unknown
- Inscription: "TO / EATON / FERRY / 8 MS / 1835"
- Notes: This stone could not be located during field survey; the information is cited in *Brunswick County, Virginia 1720-1975* (Neale, 1975, p. 305). In the book, "8 MS" is interpreted as "SIMS"; an image of the stone is included with the plates following p. 150.

Brunswick County Road Stone

- Near Street/Road: Original location unknown; moved to a house owned by Jack Nash in Ebony prior to 1975; reported to be used as a doorstep at a house at Ebony in 1975, by which time the inscription could no longer be read (this stone was not located or examined)
- Date: Unknown
- Above Ground Dimensions: Unknown
- Inscription: Unknown
- Notes: This stone could not be located during field survey; the information is cited in *Brunswick County, Virginia 1720-1975* (Neale, 1975, p. 305).

Brunswick County Road Stone

- Near Street/Road: Reported to have formerly stood near Gholsonville near Sign Rock Church on Route 751 off Route 611
- Removed from original location by 1975
- Date: Unknown
- Above Ground Dimensions: Unknown
- Inscription: Unknown
- Notes: Information on this stone was cited in *Brunswick County, Virginia 1720-1975* (Neale, 1975, p. 305).

Brunswick County (Boundary Marker?) Stone

- Near Street/Road: North side of Route 1; between Meredithville and Cochran
- Within ROW; in original location
- Date: Unknown
- Above Ground Dimensions (Irregular Stone):
 - Height: ~22 inches
 - Width: ~31 inches
 - Depth: ~36 inches

- Inscription (Marks Carved on Stone): There is an elongated “X” below a cross; to the left of the cross is a vertical dash.
- Notes: The marks are possibly a mason’s mark; the stone may mark a property boundary; it appears unlikely that this is a road stone.

FAUQUIER COUNTY

Fauquier County Road Stone [?]

- Near Street/Road: Reported to be near a trace of an old road on the George Thompson farm off Route 55 near Marshall (this stone was not located or examined)
- Not within current ROW; if the stone survives, it may be in its original location
- Date: Unknown
- Above Ground Dimensions: Unknown
- Inscription: Unknown
- Notes: This stone is known only from a reference (identified as a “mile marker,” resource 30-765, Marshall, Virginia, 1970 USGS quadrant map) on a survey map at the DHR; a DHR file on this resource could not be located. The map shows the possible stone in a wooded area. The late John Gott, a well-regarded regional historian and author who was extremely familiar with early roads in the region, was unaware of this stone but confirmed that an early road ran near the point marked on the DHR map (personal communication, John Gott, May 2003). Mr. Gott noted that the farm was once known as “St. Bernard’s” when owned by Bernard Hooe and was subsequently known as the Rutledge farm when owned by the Rutledge family. He identified the road trace in question as the old road to Delaplane, Rectortown, etc.

Fauquier County Boundary Marker

- Near Street/Road: Intersection of Routes 50/17 and 601, approximately 1 mile west of Paris
- Within ROW; in original location
- Date: 1909[?]
- Above Ground Dimensions (Irregular Stone):
 - Height: 38 inches
 - Width: 13 to 19 inches
 - Depth: ~8 inches
- Inscription (Carved on Stone): “1909 / F / 20”
- Notes: Sometimes mistaken for a road stone, this object is located at the intersection of Fauquier, Clarke, and Loudoun counties; it replaced the large poplar tree that formerly marked this point. The Fauquier Heritage Society, Marshall, Virginia, has a photograph of the poplar (personal communication, Daniel E. deButts [volunteer at the Fauquier Heritage Society], May 30, 2002; Mr. deButts also stated that his grandfather set the stone to replace the poplar); apparently there was no official or monetary participation from the county for the erection of the stone marker. The poplar is also noted in *Landmarks of Old Prince William* (Harrison, 1924, reprinted in 1987, p. 341).

FLUVANNA COUNTY

Fluvanna County Road Stone (Cocke Road Milestone No. 1)

- Near Street/Road: Originally located on Route 15 south of Palmyra, approximately 100 feet north of Route 640, and approximately 1 mile south of the early county courthouse; this milestone is now at the Old Stone Jail Museum in Palmyra
- Not within ROW; moved from original location
- Date: ca. Late 1820s
- Above Ground Dimensions (Slightly Irregular Stone, Rounded Top; Dimensions Relate to Stone's Former Location on Route 15):
 - Height: ~16 inches
 - Width: ~12 inches
 - Depth: ~7 inches
- Inscription (Carved on Stone): "1"
- Notes: Apparently this was a milestone for Cocke Road (or Cocke's Road), which ran from General John Hartwell Cocke's plantation, Bremo, on the James River to Palmyra; this stone is similar to the stone marked "3" near Route 635, 0.9 mile south. Sometime in 2007 this stone was moved to the grounds of the Old Stone Jail Museum in Palmyra by persons unknown and apparently without permission or input from VDOT or other state agencies. The stone was broken in at least two pieces as a result of the excavation and moving; the halves were reattached (possibly with epoxy), and an alteration in the surface texture of the stone suggests that it was cleaned by some method (possibly by being sand-blasted or water-blasted) that has impacted its surface. The stone was reset at a higher height than in its former position and now is a landscape element in the yard of the Stone Jail along with other miscellaneous artifacts. There is no interpretive signage, and the context of the stone appears in danger of being lost.

"Highways and By-Ways of Fluvanna County" (Harris, 1971) refers to these milestones being used in a local highway beautification project:

He [Cocke] also placed stone mile posts marking each mile. The marker with a figure one chiseled on it is located a miled [sic] south of Palmyra, on Route No. 15, which follows the old Cocke Road. Here the ladies of the Fluvanna Garden Club have landscaped a 'model mile' and it is marked with a General Cocke milestone at each end of their plantings. The surviving milestones on this road are indeed unique.

Fluvanna County Road Stone (Cocke Road Milestone No. 3)

- Near Street/Road: Route 15 just south of Palmyra, approximately 200 feet north of Route 635
- Within ROW; it is uncertain if this stone is in its original location
- Date: ca. Late 1820s
- Above Ground Dimensions (Slightly Irregular Stone With Rounded Top):
 - Height: ~16 to 17 inches
 - Width: ~12 inches
 - Depth: ~11 inches
- Inscription (Carved on Stone): "3"
- Notes: Apparently this was a milestone for Cocke Road (Cocke's Road). This stone is similar to the stone marked "1" that was formerly located near Route 640, 0.9 mile north.

Local historian Minnie Lee McGehee (personal communication, Minnie L. McGehee, January 2004) stated that the Cocks Road milestones along Route 15 were previously moved and reset. VTRC files show the stone in its present location as far back as the mid-1970s. It should be noted that this stone is approximately 2, not 3, miles from the courthouse vicinity; it is uncertain to what destination the mileage of “3” refers or if this stone was previously moved and reset. John Hartwell Cocks was appointed overseer of this road in 1827, the county seat was moved to Palmyra, and the stone jail and old courthouse were constructed in 1828-1831. “Highways and By-Ways of Fluvanna County” (Harris, 1971) refers to the Cocks Road Milestone No. 1 and a second stone, possibly the Milestone No. 3, being used in a local highway beautification project (see the notes concerning the Cocks Road Milestone No. 1, above).

Fluvanna County Road Stone (Cocks Road Stone)

- Near Street/Road: Off Route 650, near abandoned roadbed, adjoining the New Fork Baptist Church
- Not within current ROW; in original location
- Date: 1828
- Above Ground Dimensions (Slightly Irregular Stone With Rounded Top):
 - Height: ~36 inches
 - Width: ~16 inches
 - Depth: ~9 inches
- Inscription (Carved on Stone):
 - “RIGHT / TO SCOTTSVILLE / LEFT / TO 7 ISLS MILLS”
 - [on back of stone] “[J] H C / OR / 1828”
- Notes: The initials in the inscription on the back of the stone stand for John Hartwell Cocks, Overseer of the Road; General Cocks owned Bremono plantation. DHR survey records (made in 1975) state that this marker was moved from the other side of the road and cite local historian Minnie Lee McGehee as a source; however, Mrs. McGehee (personal communication, Minnie L. McGehee, January 2004) stated that this is incorrect and that it was another stone that was moved. This second stone was apparently moved prior to 1971; it is described as already having been moved in “Highways and By-Ways of Fluvanna County” (Harris, 1971).

Fluvanna County Road Stone (Cocks Road Stone)

- Near Street/Road: Formerly located off Route 650, near abandoned roadbed, across from the New Fork Baptist Church
- Moved prior to 1971; present location unknown
- Date: 1828
- Above Ground Dimensions: Unknown
- Inscription (Carved on Stone):
 - “RIGHT TO COLUMBIA / LEFT TO FLUVANNA COURTHOUSE”
 - [on back of stone] “J.H.C. / O.R. / 1828”
- Notes: “Highways and By-Ways of Fluvanna County” (Harris, 1971) gives the text of this marker and notes that the stone had already been moved.

Fluvanna County Road Stone (Cocke Road Stone)

- Near Street/Road: Intersection of the traces of the old Secretary's Road (subsequently a Civilian Conservation Corps (CCC) road and subsequently a fire trail) and the old road to 7 Isles Mills, on BreMO plantation (this stone was photographed in 1975; it was not located or examined on the more recent survey)
- Not within current ROW; in original location
- Date: 1828
- Above Ground Dimensions (Slightly Irregular Stone With Rounded Top): Unknown
- Inscription (Carved on Stone): "RIGHT TO 7 ISLES: MILLS / LEFT TO NEW CANTON / VIA BREMO"
- Notes: An image and brief description of this stone are included in the VTRC files. The stone was photographed for VTRC in 1975 during fieldwork on early roads in Albemarle and Fluvanna counties. "Highways and By-Ways of Fluvanna County" (Harris, 1971) also gives the text of this marker.

BreMO Boundary Stone

- Near Street/Road: Located on the trace of the old Secretary's Road (subsequently a CCC road and subsequently a fire trail) on BreMO plantation (this stone was photographed in 1975; it was not located or examined on the more recent survey)
- Not within current ROW; in original location
- Date: 1725
- Above Ground Dimensions (Stone Cut to Rectangular Shape): Unknown
Inscription (Carved on Stone):
 - "R. C./ 1725 /Remove not the / ancient land mark / which thy fathers / have set / Proverbs 22:28"
 - [on back of stone]: N 74 E / S 26 W
- Notes: An image and brief description of this stone are included in the VTRC files. The stone was photographed for VTRC in 1975 during fieldwork on early roads in Albemarle and Fluvanna counties. "Highways and By-Ways of Fluvanna County" (Harris, 1971) also gives the text of this marker. This object predates the 1738 Virginia legislation requiring directional markers at crossroads. It appears to be a boundary/survey marker for the early 18th century Richard Cocke land survey.

Fluvanna County Stone (Boundary Marker?)

- Near Street/Road: Intersection of Routes 600 and 633
- Not within current ROW; it is uncertain if the stone is in its original location
- Date: 1819 (?)
- Above Ground Dimensions (Irregular Stone):
 - Height: ~30 inches
 - Width: ~17 inches
 - Depth: ~9 inches
- Inscription (Carved on Stone): "1819"[?] [additional chisel marks make the number appear somewhat as "1849"]
- Notes: This stone is now used as a landscape feature on the acreage of a recent house; 1970s VTRC photographs show a now-demolished 19th century house near the stone.

The lack of other inscriptions raises the possibility that this was a boundary marker of some type instead of a road stone. However, local historian Minnie Lee McGehee (personal communication, Minnie L. McGehee, January 2004) stated that there are several other stones marked “1819” (locations not given) with Cocke/Bremo associations in the southern portion of the county but cautioned that there is no absolute documentation to connect the stone at the intersection of Routes 600 and 633 to these other stones.

FREDERICK COUNTY

Frederick County Northwest Turnpike Milestone 38

- Near Street/Road: Route 50 at intersection of Route 608
- Within ROW; in or near original location
- Date: Early 1830s
- Above Ground Dimensions (Stone Cut to Roughly Rectangular Shape):
 - Height: 11 to 16 inches (broken)
 - Width: 12 inches
 - Depth: 8 inches
- Inscription (Carved on Front of Stone): “[inscription broken] / 38 M”
- Notes: The inscription indicates “[To Romney] 38 miles.” The milestone was reset in a concrete base during the improvements to Route 50 in the mid-20th century. When new alignment or other changes prevented the old milestone from remaining in its original location, it was reset as close as possible to the original location and in the same relationship as it originally had to the highway ROW.

Frederick County Northwest Turnpike Milestone 36

- Near Street/Road: Route 50 and Silverrod Lane, McQuire vicinity
- Within ROW; in or near original location
- Date: Early 1830s
- Above Ground Dimensions (Stone Cut to Roughly Rectangular Shape):
 - Height: 18 inches
 - Width: 10 inches
 - Depth: 8 inches
- Inscription (Carved on Front of Stone): “TO R / 36 M”
- Notes: The inscription indicates “To Romney 36 miles.” The milestone was reset in a concrete base during the improvements to Route 50 in the mid-20th century. When new alignment or other changes prevented the old milestone from remaining in its original location, it was reset as close as possible to the original location and in the same relationship as it originally had to the highway ROW.

Frederick County Northwest Turnpike Milestone 35

- Near Street/Road: Route 50 and Hogue Creek Road (Route 615), Hayfield
- Within ROW; in or near original location
- Date: Early 1830s

- Above Ground Dimensions (Stone Cut to Roughly Rectangular Shape):
 - Height: 18 inches
 - Width: 13 inches
 - Depth: 7 inches
- Inscription (Carved on Front of Stone): “TO R / 35 M”
- Notes: The inscription indicates “To Romney 35 miles.” The milestone was reset in a concrete base during the improvements to Route 50 in the mid–20th century. When new alignment or other changes prevented the old milestone from remaining in its original location, it was reset as close as possible to the original location and in the same relationship as it originally had to the highway ROW.

Frederick County Northwest Turnpike Milestone 33

- Near Street/Road: West Side of Route 50
- Within ROW; in or near original location
- Date: Early 1830s
- Above Ground Dimensions (Stone Cut to Roughly Rectangular Shape):
 - Height: 16 inches
 - Width: 15½ inches
 - Depth: 7½ inches
- Inscription (Carved on Front of Stone): “TO R / 33 M”
- Notes: The inscription indicates “To Romney 33 miles.” The milestone was reset in a concrete base during the improvements to Route 50 in the mid–20th century. When new alignment or other changes prevented the old milestone from remaining in its original location, it was reset as close as possible to the original location and in the same relationship as it originally had to the highway ROW.

Frederick County Northwest Turnpike Milestone 31

- Near Street/Road: Opposite Route 751 at Willa Cather Birthplace, Gore
- Within ROW; in or near original location
- Date: Early 1830s
- Above Ground Dimensions (Stone Cut to Roughly Rectangular Shape):
 - Height: 18 inches
 - Width: 13 inches
 - Depth: 6 inches
- Inscription (Carved on Front of Stone): “TO R / 31 M”
- Notes: The inscription indicates “To Romney 31 miles.” The milestone was reset in a concrete base during the improvements to Route 50 in the mid–20th century. When new alignment or other changes prevented the old milestone from remaining in its original location, it was reset as close as possible to the original location and in the same relationship as it originally had to the highway ROW.

HALIFAX COUNTY

Halifax County Road Stone

- Near Street/Road: Originally located at what is now the intersection of Route 642 and an abandoned road trace from McKendree Church; now located off Route 501 (used as a bench in the yard of the H. Tillman Crews residence near Halifax Court House)
- Not within current ROW; moved from original location
- Date: 1826
- Above Ground Dimensions (Irregular Stone):
 - Height: ~77 inches
 - Width: ~18 inches top, 13 inches bottom
 - Depth: ~6 inches top, 8 inches bottom
- Inscription (Now Illegible, But Formerly Read): “TAKE LEFT TO COLES FERRY 10 MILES / TAKE RIGHT TO MOUNT LAUREL ____ MILES / TO CLARKE FERRY ____ MILES / 1826”

Notes: This stone was salvaged decades ago from its original location along an abandoned road trace and was moved to its present location. Information and transcription of the inscription were provided by regional historian R. G. D. Pottage III, Halifax Court House (personal communication, R. G. D. Pottage III, March 2001).

Halifax County Road Stone

- Near Street/Road: Route 626 (formerly part of Coles Ferry Road), at Crystal Hill
- Not within ROW; in original location
- Date: 1820s
- Above Ground Dimensions (Irregular Stone):
 - Height: ~24 inches
 - Width: ~17 inches
 - Depth: ~24 inches
- Inscription (Carved on Stone): Illegible
- Notes: This was formerly a road stone along Coles Ferry Road.

Halifax County Road Stone

- Near Street/Road: Route 770 (in yard of house on east side of Route 770, 0.2 mile north of intersection with Route 676), at High Rock
- Not within ROW; was moved but now reset in original location
- Date: 1826
- Above Ground Dimensions (Irregular Stone):
 - Height: ~41 inches
 - Width: ~8½ to 10 inches
 - Depth: ~7 to 8 inches
- Inscription (Carved on Stone):
 - “_0 / MEDS / VILL / 7 MILES / IF 1826”
 - [on other side] “_0 / VAN / BRD / 67 M”
- Notes: Years ago, this stone was taken from its original site and used as a flue rock in a local tobacco barn; it was returned to what is reportedly its original location: at the corner

of what is now Route 770 (High Rock Trail) and a private ROW; the private ROW was formerly a county road. The stone is located approximately 50 feet from the centerline of the present road. The stone is not within the existing 50-foot ROW. A neighboring landowner reported that it is now protected by a deed easement that requires it to be kept in place. (Personal communications, R. G. D. Pottage III, March 2001; Joseph D. Barkley II and Steven D. Meadows [of VDOT's Halifax Residency], January 2004.)

Halifax County Road Stone

- Near Street/Road: Original location unknown; now located in the yard of a house off Route 832
- Not within ROW; moved from original location
- Date: Unknown
- Above Ground Dimensions (Irregular Stone; Some Portions Broken Off):
 - Height: ~29 inches
 - Width: ~12 inches
 - Depth: ~6 inches
- Inscription (Carved on Stone; Some Portions Broken Off, Probable Missing Words Supplied in Brackets):
 - “TO / [H]ALIFAX / HOUSE / LE[FT ____?]”
 - “TO / FERGUS / ONS / TAVERN / LMS”
- Notes: This stone was moved from its original unknown location to the front yard of a house, where it serves as a landscape feature (personal communication, R. G. D. Pottage III, March 2001.)

Halifax County Road Stone (McKendree Church Stone 1)

- Near Street/Road: Route 643 (on the south side of Route 643, 75 feet west of intersection with Route 814), at McKendree Church
- Not within current ROW; in original location
- Date: 1828
- Above Ground Dimensions (Irregular Stone):
 - Height: ~58 inches
 - Width: ~7½ inches bottom, 13 inches top
 - Depth: ~10 inches bottom, 6 inches top
- Inscription (Carved on Stone): “LEFT TO / COLES FERRY / 17 MLS. / RIGHT TO / THE COUR / THOUSE / 8 MLS / 1828”
- Notes: Both this stone and McKendree Church Stone 2, below, are maintained by church members. The stone is 15 feet from the centerline of Route 643; the existing ROW is 30 feet. (Personal communications, R. G. D. Pottage III, March 2001; Joseph D. Barkley II and Steven D. Meadows, January 2004.)

Halifax County Road Stone (McKendree Church Stone 2)

- Near Street/Road: Route 643 (on the north side of Route 643, 98 feet west of intersection with Route 814), at McKendree Church
- Within current ROW; in original location
- Date: Unknown

- Above Ground Dimensions (Irregular Stone):
 - Height: ~40 inches
 - Width: ~27 inches
 - Depth: ~5 inches
- Inscription (Carved on Stone): “RIGHT TO / PANELS 22 MILE / LEFT TO / MEADS VILL / 2 MLS”
- Notes: Both this stone and McKendree Church Stone 1, above, are maintained by church members. The stone is 11 feet from the centerline of Route 643; the existing ROW is 30 feet. (Personal communications: R. G. D. Pottage III, March 2001; Joseph D. Barkley II and Steven D. Meadows, January 2004.)

MANCHESTER-PETERSBURG TURNPIKE

Manchester-Petersburg Turnpike Milestone 1

- Near Street/Road: In front of Model Tobacco Company, Jefferson Davis Highway / Gordon Street, City of Richmond
- Within ROW; in original location
- Date: Mid-1820s
- Above Ground Dimensions (Shaped Stone With Rounded Top):
 - Height: 33 inches
 - Width: 15 inches
 - Depth: 8 inches
- Inscription (Carved on Stone): “TO / MANCH / 1 [?] / MILE”
- Text on Plaque Formerly Located Adjoining the Stone: “THIS HIGHWAY WAS CONSTRUCTED / AND THIS MILESTONE PLACED UNDER/THE SUPERVISION OF / CAPT. CLAUDE CROZET / PRINCIPAL ENGINEER BOARD OF PUBLIC WORKS / STATE OF VIRGINIA IN 1826 / SOLDIER OF FRANCE / 1807-1815 / FIRST PROFESSOR OF CIVIL ENGINEERING / AT WEST POINT-1816 / FIRST PRESIDENT BOARD OF VISITORS V.M.I. / * * * / TABLET ERECTED BY THE UNITED STATES TOBACCO CO. / 1940”
- Notes: The plaque was formerly mounted on a concrete base set in front of the milestone. The plaque was removed from its base sometime in the late 1900s, and its whereabouts are currently unknown. The text was transcribed from a 1970s photo in the VTRC files. This stone marked the 1 mile point on the Manchester to Petersburg Turnpike. (DHR files identify this as the 3 mile point of the turnpike; however, this appears to be in error. One mile in a northerly direction from this stone is within the boundaries of the old city of Manchester; however, 3 miles in a northerly direction from this stone is north of the James River and within the city of Richmond. The turnpike ran only to Manchester, which lay on the south bank of the James; the turnpike did not extend into Richmond.)

Manchester-Petersburg Turnpike Milestone 6

- Near Street/Road: Route 1 South of Falling Creek Jefferson Davis Highway, Chesterfield County
- Within ROW (base of stone); in original location; stone broken in 2003
- Date: Mid-1820s

- Above Ground Dimensions (Shaped Stone with Rounded Top; Pre-damage Dimensions):
 - Height: 32 inches
 - Width: 15 inches
 - Depth: 11 inches
- Inscription (Possible Inscription Carved on Stone): “TO / MANCH / 6 / MILES”
- Notes: This stone marked the 6 mile point on the Manchester to Petersburg Turnpike. (DHR files identify this as the 8 mile point of the turnpike; however, this appears to be in error. Six miles in a northerly direction from this stone is within the boundaries of the old city of Manchester; however, 8 miles in a northerly direction from this stone is north of the James River and within the city of Richmond. The turnpike ran only to Manchester, which lay on the south bank of the James; the turnpike did not extend into Richmond.)

In early 2003, a group of local citizens became concerned that this stone was endangered by utility work being done in the vicinity. In an effort to “protect” the stone, they attempted to pull it up in order to take it to another location. Under this treatment, the top portion of the stone broke off, leaving the base in the ground. The above-ground portion of the stone was returned to VDOT and is in storage at the Richmond district office. Repair methods and feasibility of repair are being studied.

Manchester-Petersburg Turnpike Milestone 7

- Near Street/Road: Jefferson Davis Highway, Chesterfield County
- Within ROW; in original location
- Date: Mid-1820s
- Above Ground Dimensions (Shaped Stone with Rounded Top):
 - Height: 33 inches
 - Width: 16 inches
 - Depth: 11 inches
- Inscription (Possible Inscription Carved on Stone): “TO / MANCH / 7 / MILES”
- Notes: This stone marked the 7 mile point on the Manchester to Petersburg Turnpike. (DHR files identify this as the 9 mile point of the turnpike; however, this appears to be in error. Seven miles in a northerly direction from this stone is within the boundaries of the old city of Manchester; however, 9 miles in a northerly direction from this stone is north of the James River and within the city of Richmond. The turnpike ran only to Manchester, which lay on the south bank of the James; the turnpike did not extend into Richmond.)

Manchester-Petersburg Turnpike Milestone 9

- Near Street/Road: Jefferson Davis Highway/Reymont Road, Chesterfield County
- Within ROW; in original location
- Date: Mid-1820s
- Above Ground Dimensions (Shaped Stone with Rounded Top):
 - Height: 26 inches
 - Width: 16 inches
 - Depth: 9½ inches
- Inscription (Possible Inscription Carved on Stone): “TO / MANCH / 9 / MILES”

- Notes: This stone marked the 9 mile point on the Manchester to Petersburg Turnpike. (DHR files identify this as the 11 mile point of the turnpike; however, this appears to be in error. Nine miles in a northerly direction from this stone is within the boundaries of the old city of Manchester; however, 11 miles in a northerly direction from this stone is north of the James River and within the city of Richmond. The turnpike ran only to Manchester, which lay on the south bank of the James; the turnpike did not extend into Richmond.)

PITTSYLVANIA COUNTY

Pittsylvania County Road Stone (Site)

- Near Street/Road: Originally located at the intersection of Routes 832 and 698 in Pittsylvania County; later moved to Turberville, Halifax County
- Not within ROW; moved from original location
- Date: Unknown
- Above Ground Dimensions: Unknown
- Inscription: Unknown
- Notes: Site only; locally known as “Elephant Swamp,” the site is now filled in. The stone is set into the fireplace in a 20th century house at Turberville, Halifax County; the house was not accessible (personal communication, R. G. D. Pottage III, March 2001).

Pittsylvania County Road Stone

- Near Street/Road: Originally located near the intersection of Routes 701 and 360; now located on the east side of Route 701, 0.34 mile north of Route 360
- Not within ROW; moved from original location
- Date: Unknown
- Above Ground Dimensions (Irregular Stone):
 - Height: ~40 inches
 - Width: ~8 inches
 - Depth: ~8 inches
- Inscription (Carved on Stone):
 - “LEFT / TO / BEAVERS / 8 M”
 - “RITE / TO / LINCHES / 60 M”
- Notes: This stone was moved from its original site near the intersection of Routes 701 and 360. The stone is 30 feet from the centerline of Route 701; the existing ROW is 30 feet. (Personal communications, R. G. D. Pottage III, March 2001; Dolly Eastwood [a longtime resident of the area], December 2003; Joseph D. Barkley II and Steven D. Meadows, January 2004.)

POWHATAN COUNTY

North Boundary Marker Stone at Powhatan Courthouse

- Near Street/Road: Intersection of Old Buckingham Road (Route 13) and Route 1006, Town of Powhatan
- Within ROW; in original location

- Date: The traditional date is 1777, the date of the creation of the county (personal communication, Ruth Doumlele [then-president of the Powhatan Historical Society], August 2001), but this stone may be later, possibly mid-19th century.
- Above Ground Dimensions (Stone Cut to Roughly Rectangular Shape and Cut to a Peak On Top):
 - Height: ~66½ inches
 - Width: ~14 inches
 - Depth: ~11½ inches
- Inscription: None visible
- Notes: The stone is cut to a peak on top and lines up with the notch on the south boundary marker stone (below). It appears to be the same type of stone as the south boundary marker stone. The significance of the peak and notch is not documented.

South Boundary Marker Stone at Powhatan Courthouse

- Near Street/Road: Old Buckingham Road (Route 13), Town of Powhatan
- Within ROW; in original location
- Date: The traditional date is 1777, the date of the creation of the county (personal communication, Ruth Doumlele, August 2001)), but this stone may be later, possibly mid-19th century.
- Above Ground Dimensions (Stone Cut to Rectangular Shape, Notch Cut Into Top):
 - Height: ~52½ inches
 - Width: ~14¼ inches
 - Depth: ~9½ inches
- Inscription: None visible.
- Notes: The notch cut into the top of the stone lines up with the peak on the north boundary marker stone (above). It appears to be the same type of stone as the north boundary marker stone. The significance of the peak and notch is not documented.

Belmead Estate Upper Gate Markers (Paired Stones) in Powhatan County

- Near Street/Road: Off Route 684
- Not within ROW; in or near original location
- Date: 1857
- Above Ground Dimensions (Stones Cut to Rectangular Shape With Peak on Top; One Stone Marked “18” and One Marked “57”):
 - “18” Stone Height: ~63 inches
 - “18” Stone Width: ~18 inches
 - “18” Stone Depth: ~15 inches
 - “57” Stone Height: ~70½ inches
 - “57” Stone Width: ~18 inches
 - “57” Stone Depth: ~15 inches
- Inscription (Carved on Stone):
 - [on west stone] “18”
 - [on east stone] “57”
- Notes: These markers are similar to the lower gate markers (below); all were apparently set for Philip St. George Cocke, owner of the Belmead estate. Iron pintles or pintle holes

in the stone suggest that these stones once supported some sort of gate or barrier. Information received from then–Powhatan Historical Society President Ruth Doumlele (personal communication, Ruth Doumlele, August 2001) indicates that these stones had been knocked down and had been recently reset upright.

Belmead Estate Lower Gate Markers (Paired Stones) in Powhatan County

- Near Street/Road: Off Route 684
- Not within ROW; in original location
- Date: 1857
- Above Ground Dimensions (Stones Cut to Rectangular Shape With Peak on Top; One Stone Marked “18” and One Marked “57”):
 - “18” Stone Height: ~54 inches
 - “18” Stone Width: ~18 inches
 - “18” Stone Depth: ~14 inches
 - “57” Stone Height: ~48 inches
 - “57” Stone Width: ~18 inches
 - “57” Stone Depth: ~14 inches
- Inscription (Carved on Stone):
 - [on west stone] “18”
 - [on east stone] “57”
- Notes: These markers are similar to the upper gate markers; all were apparently set for Philip St. George Cocke, owner of the Belmead estate. Iron pintles or pintle holes in the stone suggest that these stones once supported some sort of gate or barrier.

S.F. Memorial Stone in Powhatan County

- Near Street/Road: Route 684
- Within ROW; in original location
- Date: 1840
- Above Ground Dimensions (Carved Main Stone):
 - Height: ~46¾ inches
 - Width: ~18¼ inches
 - Depth: ~15 inches
- There is also a smaller support stone located in front of the main stone; this has an angled top and is located on sloping ground; its dimensions are:
 - Height: ~30 inches (from lowest ground level to highest point on the stone)
 - Width: ~12½ inches
 - Depth: ~19 inches
- Inscription (Carved on Stone): “S:F / NOV : 14 1840 / MEMENTO / MORI”
- Notes: According to local tradition, this object marks the site of a riding or carriage accident in which a member or acquaintance of the Cocke family of the surrounding Belmead plantation was killed. A mid-20th century Virginia Department of Highways report on waysides refers to this as a monument to “Sally Faulkner” (Virginia Department of Highways, 1952-1961). The deceased was actually Mrs. Sally Faulcon, aunt of Philip St. George Cocke, owner of Belmead; Mrs. Faulcon was killed in a carriage accident on November 14, 1840. Her obituary in the November 24, 1840, issue of the *Richmond Enquirer* reads:

Died, at Belmead, the residence of her nephew, Philip St. George Cocke, in the county of Powhatan, on the 14th instant, Mrs. SALLY FAULCON, in the 66th year of her age. She had set out in a carriage to attend the services of her Church in an adjoining county. In a few moments after leaving the door, the horses took fright, ran off with the carriage, dashed it to pieces, and caused her instantaneous death.

Such markers are part of a longstanding British and Continental tradition. There are numerous British examples of an inscribed stone marker or cross (as well as a wooden marker) being erected at the scene of a sudden, tragic, and often violent death in the 17th through 19th centuries. (Markers of various types were also erected in parts of continental Europe, as well as elsewhere.) These markers originally served several intentions—to memorialize the deceased; to identify ground “tainted” by the death, as a cautionary text; and, in some cases, to keep the ghost from walking. The Cocke family—wealthy, educated, and well-traveled—seems to have found this custom appealing and worthy of emulation.

In the later 19th century and the first part of the 20th century, fictional counterparts of such markers appeared in mysteries and supernatural-themed stories by such authors as M. R. James, Bram Stoker, and Dorothy L. Sayers, among others.

RAPPAHANNOCK COUNTY

Town of Washington Boundary Marker

- Near Street/Road: Intersection of Porter Street and Mt. Salem Avenue, Town of Washington; on grounds of Washington Baptist Church
- Not within ROW; moved slightly from original location
- Date: Probably 19th century
- Above Ground Dimensions (Irregular Stone):
 - Height: ~20 inches
 - Width: ~13½ inches
 - Depth: ~12 inches
- Inscription: None visible
- Notes: This was apparently an early boundary stone, as it was located on the old town boundary line for the town of Washington, Virginia, the county seat of Rappahannock County (personal communication, Peter Luke [Rappahannock County Attorney], 2005). Local tradition describes this stone as the “zero mile marker” for the county (personal communication, Charles K. “Pete” Estes [local historian], 2005), and since the stone adjoins the old public lot housing the courthouse and other buildings, and since mileage for descriptions in early tax records and other legal documents was measured from the courthouse, this title may have basis in fact. Rappahannock County was established in 1833, and the stone marker may conceivably date to that period. However, in 1895-1896 the county surveyor billed the county for laying out a “meridian line” at the town of Washington and setting stone markers at various points (personal communication, Don Audette [local historian], 2007), so this stone may also have application to that undertaking. The stone reportedly was moved slightly from its original location to the grounds of the church. In 2006 it was reset and a landscape planting and plaque were developed around the stone as part of an Eagle Scout project by local resident Andrew Kohler. The plaque reads “Historic Stone Marker / Believed to be the zero mile marker /

for the roads of Rappahannock County / when the Town of Washington was / established as the county seat in 1833. / With thanks to Charles K. “Pete” Estes—Oral historian.”

RICHMOND, CITY OF

City of Richmond Milestone 1

- Near Street/Road: Approximately 700 feet south of Sherwood Avenue on the west side of Brook Road.
- Within ROW; apparently in original location
- Date: Between 1867 and 1908
- Above Ground Dimensions (Stone Cut to Roughly Rectangular Shape):
 - Height: ~48 inches
 - Width: ~8 inches
 - Depth: ~8 inches
- Inscription (Carved on Stone): “1 Mile / To R”
- Notes: This stone marked the 1 mile point from the 1867 city boundary of Richmond (personal communication, James Harmon [City of Richmond Department of Public Works], July 2000).

City of Richmond Milestone 2

- Near Street/Road: Between Confederate and Wilmington avenues (approximately 350 feet north of Confederate Avenue) on the west side of Brook Road
- Within ROW; apparently in original location
- Date: Between 1867 and 1908
- Above Ground Dimensions (Stone Cut to Roughly Rectangular Shape):
 - Height: ~36 inches
 - Width: ~8 inches
 - Depth: ~8 inches
- Inscription (Carved on Stone): “2 Miles / To R”
- Notes: This stone marked the 2 mile point from the 1867 city boundary of Richmond (personal communication, James Harmon, July 2000).

SPOTSYLVANIA COUNTY

Spotsylvania County Road Stone

- Near Street/Road: Route 738, crossing Ta River
- Within ROW; in original location
- Date: ca. 1819
- Above Ground Dimensions (Irregular Stone):
 - Height: ~40 inches
 - Width: ~13 inches
 - Depth: ~9 to 13 inches
- Inscription (Carved on Stone):

- [on north face] “TO / NEWMAR / KET 7 MS / R.L.”
- [on south face] “TO M / PLEASA / NT 3 MS”
- [on east face] “TO M / H [illegible] / MAY 1 MS / 1819 / L.G. MADDOX / AUG 14 / 1889 / R.O.”
- [on west face] None visible.
- Notes: Various nineteenth century maps of Spotsylvania County show a locality identified as “Mount Pleasant” located about 3 miles southwest of the Ta River road stone on what is now Route 738 between Blades Corner and Route 648. According to *A History of Early Spotsylvania* (Mansfield, 1977, p. 168), “Mount Pleasant” was also the name of a Chewning family property in this area. (The present locality of Mount Pleasant is located some 4 miles further west at the intersection of Routes 614 and 656.) The “Newmarket” noted on the road stone was not the well-known Baylor family plantation in neighboring Caroline County but rather a locality at approximately the location of modern Partlow, roughly 7 miles south of the Ta River stone; possibly “Newmarket” is an earlier name for Partlow.

REFERENCES

Harris, M. H. Highways and By-Ways of Fluvanna County. *Bulletin of the Fluvanna County Historical Society*, No. 12, 1971.

Harrison, Fairfax. *Landmarks of Old Prince William*. Originally published 1924; reprinted for the Prince William County Historical Commission by Gateway Press, Baltimore, 1987.

Mansfield, J. R. *A History of Early Spotsylvania*. Green Publishers, Orange, VA, 1977.

Neale, G. *Brunswick County, Virginia 1720-1975*. Pvt. Print for the Brunswick County Bicentennial Committee, Brunswick County, 1975.

Virginia Department of Highways. *Virginia Waysides* (miscellaneous unpublished reports, letters and photographic surveys), 1952-1961. Photostatic copy in the VDOT Research Library, Virginia Transportation Research Council, Charlottesville.

APPENDIX B: DOCUMENTATION ASSOCIATED WITH THE L5 AND L1 CONCRETE MARKERS

The L1 and L5 markers are the only early concrete mile markers in Virginia that have been identified in the course of the VTRC survey. The information from the *Annual Reports* suggests a probable date of ca. 1907-1909 for the L5 (i.e., 5 miles to Lynchburg) marker, based on the improvements to the Elon road during that time, and a likely date of ca. 1907-1911 for the L1 (i.e., 1 mile to Lynchburg) marker, based on the dates of improvements to the Lynchburg-Amherst road.

Although the concrete markers are not mentioned specifically in the progress reports on the road from the early *Annual Reports of the State Highway Commissioner*, the progress of the road building project can be traced from the *Annual Reports* to give the likely dates for the markers. The text from the pertinent *Annual Reports* follows; the text is similar from year to year, with only a few slight variations. The progress on the roads, costs, and degree of completion are noted after the report text:

From the *Second Annual Report of the State Highway Commissioner to the Governor of Virginia for the Year Ending September 30, 1908*, pp. 10-11:

Amherst County.

Lynchburg to Amherst Court House, and from the Lynchburg-Amherst Road, a Road Leading to Elon – C. B. Scott, Resident Engineer

This road begins at the corporate limits of Lynchburg and goes in a northerly direction to Amherst Court House, and from a point on this road, four miles from Lynchburg, in a northwesterly direction to Elon. In making the surveys for this road it was deemed advisable to change the location from the old Amherst-Lynchburg road, leaving this road about one mile out of Amherst, and following another location for about nine miles. This change was made necessary on account of the character of the soil, the grades of the old road, and to reduce the cost of the delivery of stone. Stone suitable for road construction is much more convenient (reducing the haul to a minimum) to the new location than the old.

This work was let to contract to Mundy Bros., in June, 1907, at \$4,967.00 per mile, excepting the first mile out of Lynchburg, which was let for \$10,973.00. The convict labor, not to exceed forty per cent. of the total cost, is furnished the contractor at \$1.00 per day; the hire to be deducted from the prices stated above.

The maximum grade has been reduced from 12.75 per cent. to seven per cent., except for a distance of 375 feet of eight per cent. grade where a rubble pavement has been laid. This road is being macadamized fifteen feet in width, and six inches in depth for the first mile, and fourteen feet in width and six inches in depth for the remainder of the distance. Local stone of several varieties is being used in its construction.

Length of proposed roads:

From Amherst to Lynchburg 15.2 miles

From point on the above road to Elon 6.33 miles

Percentage of completion on Lynchburg-Amherst road 45

Percentage of completion on the Elon road 6

Total number of convict labor days to date 13,395

Total cost to county to date \$27,073.47

From the *Third Annual Report of the State Highway Commissioner to the Governor of Virginia for the Year Ending September 30, 1909*, p. 11:

Amherst County.

Lynchburg to Amherst Court House, and from the Lynchburg-Amherst Road, a Road Leading to Elon – D. Tucker Brown, Resident Engineer

This road begins at the corporate limits of Lynchburg and goes in a northerly direction to Amherst Court House, and from a point on this road, four miles from Lynchburg, in a northwesterly direction to Elon. In making

the surveys for this road it was deemed advisable to change the location from the old Amherst-Lynchburg road, leaving this road about one mile out of Amherst, and following another location about nine miles. This change was made necessary on account of the character of the soil, the grades of the old road, and to reduce the cost of the delivery of stone. Stone suitable for road construction is much more convenient (reducing the haul to a minimum) to the new location than the old.

This work was let to contract to Mundy Bros. in June 1907, at \$4,967.00 per mile. The convict labor, not to exceed forty per cent. of the total cost, is furnished the contractor at \$1.00 per day; the hire to be deducted from the prices stated above.

The maximum grade has been reduced from 12.75 per cent. to seven per cent., except for a distance of 375 feet of eight per cent. grade where a rubble pavement has been laid. This road is being macadamized fifteen feet in width and eight inches in depth for the first mile, and fourteen feet in width and six inches in depth for the remainder of the distance. Local stone of several very inferior varieties is being used in its construction. The Elon road was completed in the latter part of August, 1909, and the force moved to Monroe on the Amherst-Lynchburg road

Length of proposed road 15.2 miles
From point on the above road to Elon 6.33 miles
Total length of proposed roads 21.53 miles
Percentage of completion on Lynchburg-Amherst road 45
Percentage of completion on the Elon road 100
Total number of convict labor days to date 24,389
Total cost to county to date \$48,787.61

From the *Fourth Annual Report of the State Highway Commissioner to the Governor of Virginia for the Year Ending September 30, 1910*, p. 11:

Amherst County.

S. L. von Gemmingen, Resident Engineer— Lynchburg to Amherst Courthouse, and from the Lynchburg-Amherst Road, a road leading to Elon.

This road begins at the corporate limits of Lynchburg and goes in a northerly direction to Amherst Court House, and from a point on this road, four miles from Lynchburg, in a northwesterly direction to Elon. In making the surveys for this road it was deemed advisable to change the location from the old Amherst-Lynchburg road, leaving this road about one mile out of Amherst, and following another location about nine miles. This change was made necessary on account of the character of the soil, the grades of the old road, and to reduce the cost of the delivery of stone.

This work was let to contract to Mundy Brothers in June, 1907, at \$4,967.00 per mile. The convict labor, not to exceed forty per cent. of the total cost, is furnished the contractor at \$1.00 per day; the hire to be deducted from the prices stated above.

The maximum grade has been reduced from 12.75 per cent. to seven per cent., except for a distance of 375 feet of eight per cent. grade where a rubble pavement has been laid. This road is being macadamized fifteen feet in width and eight inches in depth for the first mile, and fourteen feet in width and six inches in depth for the remainder of the distance. Local stone of several very inferior varieties is being used in its construction. The Elon road was completed in the latter part of August, 1909, and the force moved to Monroe on the Amherst-Lynchburg road

Length of proposed road 15.2 miles
From point on the above road to Elon 6.33 miles
Total length of roads 21.53 miles
Percentage of completion on Lynchburg-Amherst road 87
Percentage of completion on the Elon road 100
Expended to date on road \$77,518.79
Culverts and bridges 1,644.11
Total number of convict labor days 36,568.40

From the *Fifth Annual Report of the State Highway Commissioner to the Governor of Virginia for the Year Ending September 30, 1911*, p. 9:

Amherst County.

S. L. von Gemmingen, Resident Engineer— Lynchburg to Amherst Courthouse, and from the Lynchburg-Amherst Road, a Road leading to Elon.

This road begins at the corporate limits of Lynchburg and goes in a northerly direction to Amherst Court House, and from a point on this road, four miles from Lynchburg, in a northwesterly direction to Elon. In making the surveys for this road it was deemed advisable to change the location from the old Amherst-Lynchburg road, leaving this road about one mile out of Amherst, and following another location about nine miles. This change was made necessary on account of the character of the soil, the grades of the old road, and to reduce the cost of the delivery of stone.

This work was let to contract to Mundy Brothers in June, 1907, at \$4,967.00 per mile. The convict labor, not to exceed forty per cent. of the total cost, is furnished the contractor at \$1.00 per day; the hire to be deducted from the prices stated above.

The maximum grade has been reduced from 12.75 per cent. to seven per cent., except for a distance of 375 feet of eight per cent. grade, where a rubble pavement has been laid. This road is being macadamized fifteen feet in width and eight inches in depth for the first mile and fourteen feet in width and six inches in depth for the remainder of the distance. Local stone of several very inferior varieties is being used in its construction. The Elon road was completed in the latter part of August, 1909, and the force moved to Monroe on the Amherst-Lynchburg road. This contract was completed June, 1911, and the force moved to Amherst-Fancy Hill road.

Length of proposed roads 15.2 miles
From point on the above road to Elon 6.33 miles
Total length of roads 21.53 miles
Percentage of completion on Lynchburg-Amherst road 100
Percentage of completion on the Elon road 100
Expended to date on road \$84,131.79
Culverts and bridges 4,346.98
Total number of convict labor days 45,191.12

REFERENCES

Fifth Annual Report of the State Highway Commissioner to the Governor of Virginia for the Year Ending September 30, 1911. Davis Bottom, Superintendent of Public Printing, Richmond, 1912.

Fourth Annual Report of the State Highway Commissioner to the Governor of Virginia for the Year Ending September 30, 1910. Davis Bottom, Superintendent of Public Printing, Richmond, 1911.

Second Annual Report of the State Highway Commissioner to the Governor of Virginia for the Year Ending September 30, 1908. Davis Bottom, Superintendent of Public Printing, Richmond, 1909.

Third Annual Report of the State Highway Commissioner to the Governor of Virginia for the Year Ending September 30, 1909. Davis Bottom, Superintendent of Public Printing, Richmond, 1910.