

ARCHAEOLOGICAL SURVEY



Mills of Lynchburg

City of Lynchburg

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H&P PROJECT NO.

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EXECUTIVE SUMMARY

The cultural resources department at Hurt & Proffitt, Inc. (H&P) conducted a river-based survey of the streams in Lynchburg, Virginia in order to identify previously unrecorded mill sites that were mapped during the Civil War. This was done in order to determine the condition of these sites and document any potential threats. It is anticipated that this documentation effort will result in increased awareness about the location and significance of archaeological sites and support long-range historic preservation efforts.

The project was funded by a grant from the Virginia Department of Historic Resources' (VDHRs') Threatened Sites Program and was conducted as weather permitted through March and April 2024 by Jessica Gantzert and Eric Taylor.

The survey resulted in the documentation of five of the seven previously unrecorded mills. Terrell's Mill, Oiler's Mill, McDonald's Mill, Halsey's Mill, and the unnamed mill near Jefferson Street were able to be located and recorded. Hutter's Old Mill and the unnamed mill on Joe's Branch could not be located.

The condition of the five recorded sites ranged from good to fair. Threats to these sites include possible damage from flooding, erosion, siltation, and human activity. Areas of erosion and siltation were noted in multiple areas along the river, along with human disruption. Assessing these sites' potential eligibility for listing in the National Register of Historic Places will ensure that they are fully recorded in case the worst happens and they are partially or fully compromised. Outreach work with local historical societies and groups interested in the history of the greater Lynchburg area would also be beneficial. These groups can help with monitoring site conditions and possible threats. They can also help with collecting oral histories related to the mills which will aid in further understanding the sites recorded. Lastly, public outreach is important. Sharing the results of this survey with the public will increase awareness of these archaeological resources and their importance to understanding the region's past.

1. INTRODUCTION

This report presents the results of site mapping and a river-based survey conducted by the cultural resources department at Hurt & Proffitt, Inc. (H&P) in the City of Lynchburg (Figure 1). The project was funded by a grant from the Virginia Department of Historic Resources' (VDHRs') Threatened Sites Program. Historic maps project at least eight mills in the city in the second half of the 19th century, but prior to this project only one (Clay's Mill, DHR number: 118-0022) of those noted has been located and recorded in V-CRIS (Figure 2). This survey focused on locating and recording the remaining seven mills noted on the Gilmer map of the city in 1864. This was done to determine the condition of these sites and document any potential threats. It is anticipated that this documentation effort will result in increased awareness about the location and significance of archaeological sites and support long-range historic preservation and planning efforts. The survey was conducted as weather permitted through March and April 2024 by Jessica Gantzert and Eric Taylor.

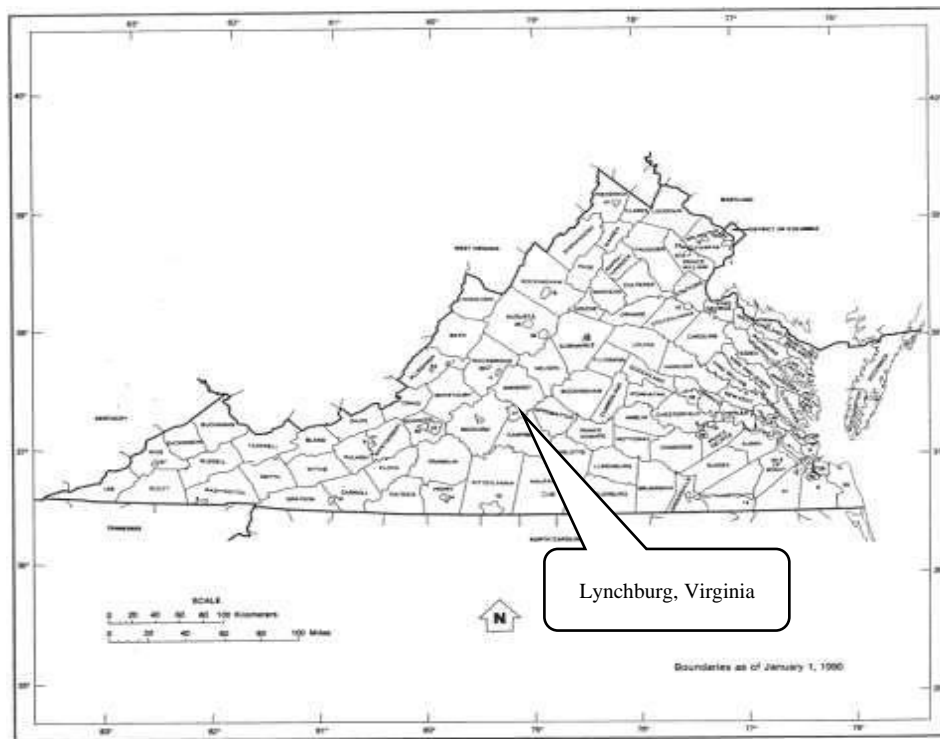


Figure 1. Project location.

The city of Lynchburg has been rapidly expanding in recent years and there have been mass development projects undertaken that have affected the integrity of the

mills through new construction projects that are pushing closer to the riverbanks. Blackwater Creek was dammed up in the late 20th century to create College Lake on the University of Lynchburg's grounds, which potentially flooded historic sites that now cannot be recorded. Erosion is also affecting the riverbanks as rainwater is being redirected to accommodate new construction and growing infrastructure. Banks are collapsing into the rivers which in turn has caused sites on the banks to become unsettled or collapse into the water as well. Countless historic sites have been lost with no recordation due to erosion and expansion.



Figure 2. The location of the one previously recorded mill in red (Clay's Mill, DHR # 118-0022) and one of the seven unrecorded mills in yellow on a map of Lynchburg from 1864 (Library of Congress).

Lynchburg was named for John Lynch, a Quaker who at the age of 17 started a ferry service across the James River in 1757. In 1786, the Virginia General Assembly granted Lynch a charter for a town, which took in the 45 acres of land that Lynch owned. Much of the industry in Lynchburg centered around the shipping of tobacco that was grown in the surrounding region, and so the town was formed with river access as the driving ideal. By the early 1800's, tobacco was the city's major economy, with numerous warehouses processing and shipping the product east to Richmond by river batteaux. By 1840, the James River and Kanawha Canal had reached Lynchburg and the city's industrial reach grew exponentially through its water access, making it one of the richest towns per capita by the 1850's.

Along with the James River, Lynchburg has multiple creeks and tributaries crossing the city which contributed to its growth. Eight gristmills were noted by Jeremy Gilmer and the Confederate States of America Army Department of Northern Virginia in 1864. Mills played a significant role in towns because they worked the grains that were grown by local farmers into flour that was then consumed by the

farmers and others in their daily lives. Although the terms "gristmill" or "corn mill" can refer to any mill that grinds grain, the terms were used historically for a local mill where farmers brought their own grain and received ground meal or flour, minus a percentage called the "miller's toll." The mills of Lynchburg that were noted by Gilmer were named:

- Terrell's Mill (Rock Castle or Burton's Creek)
- Hutter's Old Mill (Blackwater Creek)
- Oiler's Mill (Blackwater Creek)
- McDonald's Mill (Blackwater Creek)
- Halsey's Mill (Ivy Creek)
- Unnamed mill (James River)
- Unnamed mill (Joe's Branch)
- Clay's Mill (Previously Recorded, DHR # 118-0022))

Prior to initiating the field portion of the project, Hurt & Proffitt compiled historic and environmental data regarding the distribution of known and potential sites in the project vicinity. This research included a review of site files stored in the Virginia Department of Historic Resources' (VDHR's) Virginia Cultural Resource Information System (V-CRIS), VDHR archives, Library of Congress digital map and photographic archives and local histories. A summary of that research follows, including information on all previously recorded cultural resources within a 1-mile (1.6-kilometer) radius of the project area.

All work conducted as a part of this investigation was in accordance with the National Historic Preservation Act of 1966 (as amended), the Archeological and Historical Preservation Act of 1974, Executive Order 11593, and Title 36 of the Code of Federal Regulations, Parts 60-66 and 800 (as revised). The field investigations and technical report meet the requirements specified in the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (Federal Register 48:190:44716-44742) and the Virginia Department of Historic Resources *Guidelines for Conducting Historic Resources Survey In Virginia* (2011, rev. 2017). The Principal Investigator performing the cultural resource investigations meets or exceeds the qualifications described in the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-9).

2. SETTING

The James River is formed from the confluence of the Cowpasture and Jackson Rivers in Botetourt County. It flows for a total of 348 miles east through the state of Virginia and empties into the Chesapeake Bay (Virginia DWR n.d.). The James River watershed catchment is approximately 10,432 square miles and dozens of tributaries branch off it across the state. The tributaries investigated in this survey were Rock Castle, Burton's Creek, Blackwater Creek, Ivy Creek, and Joe's Branch in addition to the portion of the James River that is encompassed by the city of Lynchburg.

The creeks surveyed are in the Piedmont geologic province which is the largest geologic province in Virginia. It is characterized by thick soils, gently rolling topography and deeply weathered bedrock. Rocks are strongly weathered in the Piedmont's humid climate, and bedrock is generally buried under a thick blanket of saprolite. Outcrops are commonly restricted to stream valleys (Bailey et al., 2016). The river in the area surveyed is characterized by meandering passages with some rock outcroppings and rock ledges. Urban and suburban development with sections of wooded areas border the surveyed sections of the creeks.

3. HISTORY

Paleoindian Period 15,000–8,000 B.C.

It is believed that the first people who entered the Western Hemisphere came from Asia at the end of the last great Ice (or Pleistocene) Age. Glaciers covered large areas of Canada and they lowered the sea level by 300 feet, exposing an immense, 1,000-mile-wide plain between Siberia and Alaska known as Beringia.

In 1927 a fluted point was discovered in Folsom, New Mexico, which was in the ribs of an extinct species of bison. Five years later near Clovis, New Mexico, a woolly mammoth kill site was found with associated stone tools dating to 11,200 years ago. The fluted points that were discovered are called Clovis points and they are the distinguishing feature of Paleo sites.

In the western plains, they used these points to hunt large game like the mastodons but along the east coast that does not appear to have been the case. The archaeological data from Virginia records numerous discoveries of fluted points, but no clear-cut association between extinct large game and fluted points (Boyd 1989:139). For this reason, many archaeologists now hold that eastern Paleoindians were generalized foragers (e.g., Grayson and Meltzer 2003; but see Fiedel and Haynes 2004).

The first people lived in groups that have been classified as bands, which was like an extended family. They camped along streams that ran through the tundra-like grasslands and the open pine, spruce and fir forests that covered Virginia at that time. Due to the severe climate, each band moved around seasonally to hunt and forage (Egloff and Woodward 2006).

Although it is clear that people entered the Western Hemisphere through Alaska some sites suggest that people may have been here earlier and possibly entered from elsewhere. These pre-Clovis sites such as Cactus Hill in southern Virginia, which has been dated to almost 17,000 years ago, suggest people could have been here much earlier than was previously thought (Egloff and Woodward 2006).

In the upper Roanoke River area stratified Paleoindian sites have been discovered in the Leesville/Smith Mountain Lake area. The sites in this area have well-defined Paleoindian to Early Archaic components and are being studied for how lithic resources and the climate changed during the Younger Dryas and the Pleistocene/Holocene transition (Boyd 2020).

There are no recorded sites with a Paleoindian Period component within the limits of the city of Lynchburg.

Archaic Period 8,000–1200 B.C.

The Archaic period is generally divided into three phases, Early (8,000–6,000 B.C.), Middle (6000–2500 B.C.), and Late (2500–1200 B.C.). There does not appear to be a major change in the tool kits of the Early Archaic people and their Paleoindian predecessors. The transition into the Archaic period is marked by an increase in site size and artifact quantity, as well as an increase in the number of sites (Egloff and McAvoy 1990).

The people of the Early Archaic settled a diverse area ranging from the mountains in the west to the coastline in the east. A look at the distribution of these sites shows that they are concentrated along the Ridge and Valley and the Fall Line. Both these environments provided natural resources such as stone for lithics. Groups of about 25-50 people would work as a unit at base camps and break up into smaller units to gather resources utilizing smaller camps (Barber 2020).

Diagnostic artifacts recovered from Early Archaic sites include the Kirk Corner-Notched and Palmer Corner-Notched projectile points (Coe 1964; Custer 1990). Also, during this time period ground stone tools such as axes, celts, adzes and grinding stones make their first appearance. Towards the end of this period, there is an increased reliance on a wider range of lithic resources.

Two sites dating to the Early Archaic period are located within the city of Lynchburg. Site 44CP0153 is located near Rte. 460 at the eastern end of town and consisted of one side notched quartz point and two quartz flakes. Site 44CP0261 is located on the western end of town and is encompassed by the Poplar Forest historic site. It consisted of one LeCroy point recovered from a shovel test.

The Middle Archaic period coincided with a relatively warm and dry period. Sites dating to this time period are more numerous suggesting an increase in population and sites appear to be occupied for longer periods of time (Delcourt and Delcourt 1987; Stoltman and Baerreis 1983). The people of this time period were thought to comprise small groups of highly mobile hunter-gathers exploiting upland forests of oak and hickory which spread during this warmer dryer period. Because of this new forest growth nuts and berries began to play an important role in their diets. Despite the number of Middle Archaic sites located in the uplands they likely exploited resources over a vast area including the estuary system around the Chesapeake Bay (Egghart 2020a).

During this time period there was an increased use of ground stone tools, cobble tools and a shift to local lithics in crafting projectile points. Projectile points from this time period include Stanley Stemmed, Morrow Mountain Stemmed, Guilford Lanceolate and Halifax Side-Notched. LeCroy points are seen as coinciding with

the beginning of the Middle Archaic with Savannah River points marking the end of the period (Egghart 2020a).

No sites dating to the Middle Archaic period are recorded within the city of Lynchburg.

By the Late Archaic Period, the population in Virginia could have been in the tens of thousands. In order to feed the growing number of people, hunting and gathering practices had to intensify. At the beginning of the Late Archaic Period retreating glaciers led to higher sea levels on the Atlantic seaboard. This allowed for the development of large estuaries and tidal wetlands that were beneficial to the development of coastal resources such as fish and shellfish. Groups began settling along river valleys, the lower portion of the coastal plain tributaries of major rivers and near swamps. At riverside sites, large hearths of fire-cracked rock have been found suggesting Late Archaic people prepared large amounts of food there. Because of this, some archaeologists have hypothesized that fish began to play a larger role in the diet. Platform hearths seen during this period are interpreted as being associated with fish processing (Dent 1995:185).

During this period, they may also have begun to domesticate plants such as goosefoot, squash, and gourds (Yarnell 1976:268; Chapman and Shea 1981:70). They also used squash and gourds for food storage in addition to earthen pits (Egloff and Woodward 2006:22). Other characteristics of this time period are an increase in sedentism, the beginnings of long-distance trade networks and societies becoming less egalitarian (Egghart 2020b).

The projectile point technology of the Late Archaic Period is dominated by stemmed and notched point forms, many with broad blades, likely used as projectiles or knives. These points diminish in size towards the latter portion of this period (Dent 1995; Justice 1995).

Five sites with a general Archaic period temporal designation are recorded within the city of Lynchburg. Site 44CP0016 is the Hunter Smith Collection that was recorded in 1973 from surface finds near Rte. 501 in the western portion of the city. The collection consists of 364 sherds of Albemarle, 285 sherds of Stony Creek, 18 Triangular points, 7 Potts points, 2 Savannah River points, 1 Halifax point, 5 Guilford points, 1 Morrow Mtn. I point, 1 Stanly point, 2 Big Sandy points, 1 stemmed point, 1 notched base point, 8 unclassified points, 37 bifaces, and 880 flakes. Site 44CP0017 is another assemblage from the Hunter Smith Collection that consists of 22 sherds of Albemarle, 16 sherds of Stony Creek, 8 Triangular points, 6 Potts points, 1 Savannah River point, 15 Guilford points, 2 Morrow Mtn. I points, 1 Big Sandy point, 5 unclassified points, 16 bifaces, and 241 flakes. Site 44CP0019 is another assemblage from the Hunter Smith Collection that consists of 24 sherds

Albemarle, 19 sherds Stony Creek, 13 triangular points, 5 Potts, 1 Perkiomen, 2 Halifax, 3 Guilford, 4 Morrow Mtn II, 1 Morrow Mtn. I, 1 stemmed, 37 bifaces, and 702 flakes. Site 44CP0219 is located by Rte. 501 in the western portion of Lynchburg and consisted of 4 quartzite tertiary flakes, 1 quartz tertiary flake, 1 quartz secondary flake, 1 chert secondary flake, 1 quartzite secondary flake, 2 quartz bifacial reduction flakes, 1 quartz core fragment, and 1 quartz projectile point tip and 1 quartz projectile point base (both undiagnostic). Site 44CP0232 is located by Rte. 460 in the eastern end of the city and consisted of 1 quartz Halifax or Orient-like point, 4 quartz flakes, and 1 quartzite flake.

Woodland Period (1200 B.C.– A.D. 1600)

Like the Archaic Period, the Woodland Period is also divided into three phases: Early (1,200 -500 B.C.), Middle (500 B.C.-A.D. 900) and Late (A.D. 900-1600). The beginning of the Woodland period is usually marked by the appearance of pottery in the archaeological record which was used for storing and cooking food.

In the Piedmont region of Virginia, Early Woodland settlements are located along rivers as well as in interior areas and there is evidence to suggest the Piedmont areas developed a more sedentary lifestyle during this time (Klein and Klatka 1991; Mouer 1991). A number of Early Woodland sites in the Piedmont are large permanent or semi-permanent villages. This corresponds with the domestication of plants such as the goosefoot and sunflower along intentionally cleared riverine areas. Also, long distance trade appears to decline with exotic items becoming less prominent. In the Coastal Plain, Early Woodland sites are scarce and appear to be seasonal in nature and occupied for short durations (Egghart 2020c). Early Woodland projectile points include various stemmed or lanceolate forms and include a variety of small, stemmed point types (Coe 1964; McLearen 1991).

No Early Woodland sites are recorded within the city of Lynchburg.

In the Middle Woodland Period people moved away from smaller tributaries and began to settle along estuaries and major streams and also began to organize into larger groups (Hantman and Klein 1992). They became more sedentary and exploited riverine and estuarine resources such as fish, deer, waterfowl, and turkey along with nuts, amaranth and chenopod seeds. The spear was replaced by the bow and arrow for hunting and corn had transformed into the large ears familiar today (Egloff and Woodward 2006:25). During this time period specialized crafts and increased trade over long distances is noted. With this comes evidence of rank societies and the spreading of religious and ritual behavior including symbols and regional styles in ceramics (Nash 2020).

Modification in ceramic manufacturing is characteristic of the Middle Woodland Period with Pope's Creek ceramics being associated with the beginning of this period and Mockley ceramics with the latter. Pope's Creek ceramics are tempered with medium to coarse sand, with occasional quartz inclusions, and interior scoring has also been recorded (Stephenson 1963:94; McLearen and Mouer 1989). The majority of Pope's Creek ceramics have net-impressed surfaces (Egloff and Potter 1982:99). Shell-tempered Mockley ceramics first appeared around 200 A.D. in Virginia to southern Delaware. There was a variation in surface treatments for Mockley that included plain, cord-marked, and net-impressed (Egloff and Potter 1982:103). The pottery of the Piedmont was similar to that of neighboring regions, though it was tempered with quartz and sand, and fabric, net and cord markings were common (Egloff and Woodward 2006:35).

The highest concentration of Middle Woodland sites is east of the Fall Line (Nash 2020). One site is recorded from the Middle Woodland period in the city of Lynchburg. Site 44BE0047 is part of the Hunter Smith Collection and was recorded as a surface collection near Rte. 644 in the western end of Lynchburg. The site consisted of 10 Albemarle sherds, 46 Stony Creek sherds, 1 quartz Potts projectile point, 6 quartz bifaces, 163 quartz flakes, 27 quartzite flakes, 4 chert flakes, 1 greenstone flake, and 1 ferruginous sandstone flake.

The use of domesticated plants had assumed a major role in the prehistoric subsistence system by the Late Woodland Period. The arrival and cultivation of beans joined corn and squash as the three major crops (Egloff 2020). The adoption of agriculture represented a major change in the prehistoric subsistence economy and settlement patterns. Expanses of arable land became a dominant settlement factor, and sites were located on fertile floodplain soils or, in many cases, on higher terraces or ridges adjacent to them. Native Americans in Virginia became more populous and developed strong identities to their local settings. They became more sedentary and organized into villages and small hamlets with more substantial housing that may have been placed in rows around a plaza. These villages were highly nucleated and occasionally fortified with palisades. The fortifications demonstrate inter-group conflict (Egloff and Woodward 2006:26; (Means and Moore 2020).

In the Dan River Valley, the population grew during the Late Woodland. This is referred to as the Dan River Phase and occurred between A.D. 1000-1450 and is characterized by small communities clustered along the banks of major rivers. The sand- and crushed-rock-tempered Dan River series ceramics predominated throughout much of the Woodland period. Surface treatments included looped and knotted net, cordmarking, rectilinear and curvilinear stamped, as well as plain and burnished surfaces (Coe 1964).

Seven sites dating to the Woodland Period in general are recorded within the city of Lynchburg. Site 44CP0011 was originally recorded in 1976 and very little information is available about it aside from “pottery and points” being recovered. Site 44CP0016 is the Hunter Smith Collection that was recorded in 1973 from surface finds near Rte. 501 in the western portion of the city. The collection consists of 364 sherds of Albemarle, 285 sherds of Stony Creek, 18 Triangular points, 7 Potts points, 2 Savannah River points, 1 Halifax point, 5 Guilford points, 1 Morrow Mtn. I point, 1 Stanly point, 2 Big Sandy points, 1 stemmed point, 1 notched base point, 8 unclassified points, 37 bifaces, and 880 flakes. Site 44CP0017 is another assemblage from the Hunter Smith Collection that consists of 22 sherds of Albemarle, 16 sherds of Stony Creek, 8 Triangular points, 6 Potts points, 1 Savannah River point, 15 Guilford points, 2 Morrow Mtn. I points, 1 Big Sandy point, 5 unclassified points, 16 bifaces, and 241 flakes. Site 44CP0019 is another assemblage from the Hunter Smith Collection that consists of 24 sherds Albemarle, 19 sherds Stony Creek, 13 triangular points, 5 Potts, 1 Perkiomen, 2 Halifax, 3 Guilford, 4 Morrow Mtn II, 1 Morrow Mtn. I, 1 stemmed, 37 bifaces, and 702 flakes. Site 44CP0018 is another assemblage from the Hunter Smith Collection that consists of 11 sherds of Albemarle, 4 sherds of Stony Creek, 8 Triangular points, Morrow Mtn. II point, 10 bifaces, and 42 flakes. Site 44CP0219 is located by Rte. 501 in the western portion of Lynchburg and consisted of 4 quartzite tertiary flakes, 1 quartz tertiary flake, 1 quartz secondary flake, 1 chert secondary flake, 1 quartzite secondary flake, 2 quartz bifacial reduction flakes, 1 quartz core fragment, and 1 quartz projectile point tip and 1 quartz projectile point base (both undiagnostic). Site 44CP0035 is another assemblage from the Hunter Smith Collection that consists of 184 sherds of Albemarle, 93 sherds of Stony Creek, 4 sherds of Marcey Creek, 3 Potts projectile points, 4 Savannah River projectile points, 5 Guilford projectile points, 3 Morrow Mtn. II projectile points, 2 Morrow Mtn. I projectile points, 1 Kirk projectile points, 1 Big Sandy projectile points, 7 unclassified projectile points, 107 bifaces, and 773 flakes. Site 44CP0239 consisted of 4 quartzite interior flakes, 2 quartzite interior flakes, 1 piece of quartzite, and 2 pieces of quartz shatter.

There are 12 Pre-Contact sites in the city of Lynchburg that are recorded without a temporal designation. Sites 44CP0038 and 44CP0039 are part of the Hunter Smith Collection, but artifacts had been comingled and not identified. Site 44CP0172 is located in the western portion of Lynchburg by Rte. 221 and consisted of 1 quartz core, 1 piece of fire cracked rock, and 107 flakes. Site 44CP0222 is located in the central portion of Lynchburg by Rte. 501 and consisted of nine flakes. Site 44CP0223 is located in the central portion of Lynchburg by Rte. 501 and consisted of nine flakes. Site 44CP0227 is located in the central portion of Lynchburg by Rte. 501 and consisted of 2 lithic quartzite tertiary flakes, 1 quartz biface, 1 quartz tertiary flake, 6 quartz shatter, and 1 quartzite secondary flake. Site 44CP0229 is located in the central portion of Lynchburg by Rte. 501 and consisted of 1 quartz

flake like shatter, 2 quartz secondary flakes, 1 quartz early stage biface. Site 44CP0234 is located in the eastern portion of Lynchburg by Rte. 460 and consisted of an ovoid quartz preform and a quartz biface fragment. Site 44CP0262 is known as Poplar Forest Site 34 and contained only a small amount of undiagnostic quartz shatter. Site 44CP0262 is known as Poplar Forest Site 46 and contained only a small amount of undiagnostic quartz. Site 44CP0296 is located in the central portion of Lynchburg near Rte. 221 and consisted of 1 quartz shatter and 6 quartz flakes. Site 44CP0305 is located in the western portion of Lynchburg near Rte. 620 and consisted of 2 bifaces and 1 flake.

Project Area History

The Spanish were the first recorded Europeans to reside in what would become Virginia. A mission was established along the York River in 1570 that was short lived. Native Americans attacked the Jesuits there and killed all except an altar boy who was later rescued by the Spanish (Mallios 2006). It was not until 1607 when the English established the Jamestown colony on the James River. Despite many hardships Jamestown prevailed and did not succumb to the failures that plagued the Roanoke and Popham colonies (Pickett and Pickett 2011).

In 1619, Virginia was the place where the first Africans landed in British North America. They were enslaved and were originally meant to go to a Dutch colony but ended up in Jamestown (Horn 2018). The arrival of these people coincided with the beginning of tobacco being cultivated in Virginia as a cash crop for the European market, and they were quickly forced into the laborer role for the crop and others, such as hemp and cotton further south (Horn 2018; Kulikoff 1986; Taylor 2002). With the successful cultivation of tobacco, people began to move further away from the colonial center at Jamestown in search of land. Tobacco was grown by just about everyone from large landowners to tenant farmers (Kulikoff 1986: 4-5; Rutman and Rutman 1984: 41-43). In order to be financially successful, large landowners needed an abundance of labor. Indentured servants and enslaved individuals were used to fulfill this need but by the second half of the 17th century the labor force began to be dominated by enslaved Africans (Morgan 1975).

Tobacco was a driving force in Virginia society and culture and served as one part of the Triangular Trade System. The farmers who made money selling their tobacco crops used that money to buy more enslaved people, which they in turn used to make more tobacco and turn a larger profit. In order to maximize their output, these farmers eventually moved out of cities and into larger tracts of land to have more space to grow the crop. More land required more enslaved people to work the land, so more and more people were bought and sold to keep up with the demand for tobacco (Horn 2018; Kulikoff 1986; Taylor 2002). This pushed expansion westward through the state and lead to the establishment of more counties, such as Amherst,

that primarily consisted of slave labor-led plantations, minimal civic sector buildings, and three main roads connecting these isolated areas to major cities (Horn 2018; Kulikoff 1986; Taylor 2002).

The need for land in order to grow tobacco caused colonists to increasingly encroach on lands controlled by the Powhatan Confederacy. This led to increased conflict which resulted in the Powhatan uprising of 1622 (Horn 2018; Kulikoff 1986; Taylor 2002). In 1622, tribes belonging to the confederacy attacked settlements up and down the James River. These attacks alarmed colonial officials and led to the British Crown taking over the colony from the Virginia Company in 1624. Trading posts were established up the James River and by 1730, English colonists had begun moving in the area currently known as Amherst County and the City of Lynchburg (Horn 2018; Kulikoff 1986; Taylor 2002). At the time the Jamestown colony was being established, the James River in Virginia's Piedmont region was occupied by the Monacans.

Amherst County was established in 1761 from the southern portion of Albemarle County (Isaac 1982). It was named for Major General Jeffery Amherst, a British major that served in the latter part of the French and Indian War from 1759 to 1768 (Amherst County). The county seat was originally at Cabellsville in what was at the time the center of the county, but when Nelson County was created from the northern portion of Amherst County in 1807, the county seat shifted to the town of Amherst approximately 13 miles south. In 1808, the portion of Amherst County south of the James River separated to form Campbell County and the City of Lynchburg (Figure 3 and Figure 4). On the north bank of the James River at the Lynchburg crossing, John Lynch built a tobacco inspection station in 1791 that he named "Madison Warehouse" and a town sharing the name was established around it.



Figure 3. Lynchburg and Madison (identified as Scuffletown) on Gilmer map.
Lynchburg and Vicinity, 1864 (Library of Congress)



Figure 4. Project vicinity depicted in blue on Böye, Herman, Henry Schenck Tanner, E. B Dawson, and William Branch Giles, 1827 A map of the state of Virginia: reduced from the nine sheet map of the state in conformity to law. H.S. Tanner and E.B. Dawson, Philadelphia, Pennsylvania (Library of Congress).

William Byrd encouraged colonists to settle on the frontier west of the Fall Line. He enticed a large group of French Huguenots to settle this area hoping they would not only serve as a buffer for the more established eastern part of the colony but also trade with the Native Americans. The first group of Huguenots arrived in Virginia in 1700 with a number of them going immediately west. Byrd helped them establish a settlement on a 10,000-acre tract of land recently abandoned by the Monacans on the south side of the James River, about 20 miles (32.2 kilometers) west of the falls. Around 400 Huguenots moved to this area and called their settlement Manakin Town (Figure 9). By 1705 the population of the town had decreased to about 50 residents with many dying of disease, hunger, and Native American attacks. Because of this, Manakin Town never thrived, and many of the Huguenots left to re-settle in other parts of Virginia and North Carolina. Those who remained would assimilate into the larger Anglo-Virginian society (Couture 1980).

After the failure of Manakin Town, this area saw increasing Anglo-Virginian settlement beginning in the 1720s. Those who could afford to purchased land along the James River and major navigable streams while those who could not claimed land towards the interior. Trading posts were established up the James River and by 1730, English colonists had begun moving in the area currently part of the city of Lynchburg (Horn 2018; Kulikoff 1986; Taylor 2002).

Although Virginia's early European settlers would have encountered the Algonquin-speaking tribes of eastern Virginia, the western portion of Virginia was occupied by the Monacans, whose presence in the Mid-Atlantic region dates back over 10,000 years, with a territory covering more than half of present day Virginia. Thought to be originally part of the Siouan-speaking people of the Ohio River Valley, the Monacan Tribe's original territory included the majority of Piedmont Virginia, west of Richmond, including parts of the Blue Ridge Mountains and modern-day North Carolina. The tribe currently retains an active, formally organized tribal government recognized by the Virginia General Assembly and residing primarily in Amherst County, on or near Bear Mountain and are one of the oldest groups of indigenous people still occupying their ancestral homeland.

Settlers began taking up land grants in the western part of Lunenburg County in the late 1720s and in Campbell County by the 1730s. Scotch-Irish Presbyterians first settled in Campbell County in the late 1720s, forming the Hat Creek Community. Additional colonies developed near Otter River and Concord. Bedford County was formed in 1753 from Lunenburg County. As more people moved to the area, Campbell County was formed from Bedford County in 1781, named for William Campbell, one of the heroes of the Revolutionary Battle of Kings Mountain in 1780.

Lynchburg was chartered in 1786 and named for John Lynch, the owner of the original town site, Lynchburg was incorporated as a town 1805 and became a city in 1852. Originally part of Campbell County, Lynchburg has annexed land from Bedford and Campbell counties, west of the James River. A major draw to these areas was the availability of fertile land for the cultivation of tobacco, soils in the eastern part of the state had become depleted from overuse thus making the Piedmont an attractive place to settle, and the proximity to the James River for transportation.

The James River is Virginia's largest river and flows across the entire state, beginning in the Blue Ridge mountains and ending at Hampton Roads in the Chesapeake Bay (Figure 5). The river is 340 miles long and contains three sections, the Upper, Middle, and Lower James. The Upper James River begins in Botetourt County and runs through the Blue Ridge and Valley and Ridge regions of Virginia, to Lynchburg. The Middle James River travels from Lynchburg through the Piedmont region and ends at the fall line in Richmond. The Lower James River runs through the Coastal Plain region, from the fall line in Richmond into the Chesapeake Bay. The James River watershed covers approximately 10,000 square miles.

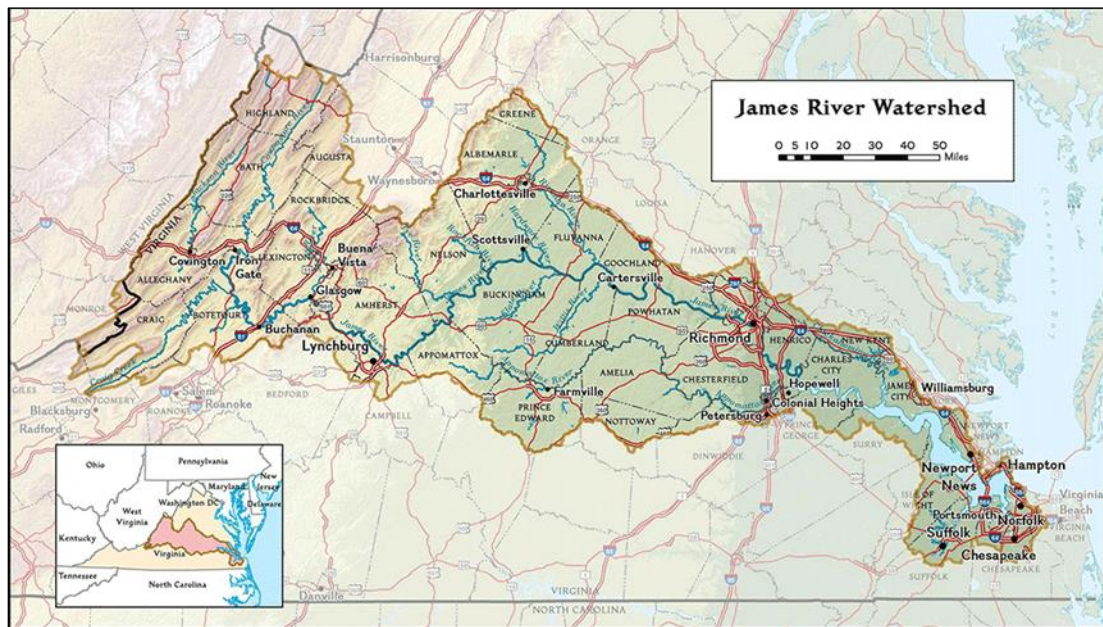


Figure 5. James River Watershed (jamesriverbuffers.org).

Blackwater Creek is the largest tributary of the James River in Lynchburg. Fed by Ivy Creek and Tomahawk Creek to the west, Blackwater Creek flows east into the James River (Figure 6). The mouth of Blackwater Creek is located on the right bank

of the James River, in downtown Lynchburg, just west of the intersection of Jefferson Street with 8th Street and 9th Street, near the site of John Lynch's ferry service across the James River, which he started in 1757.

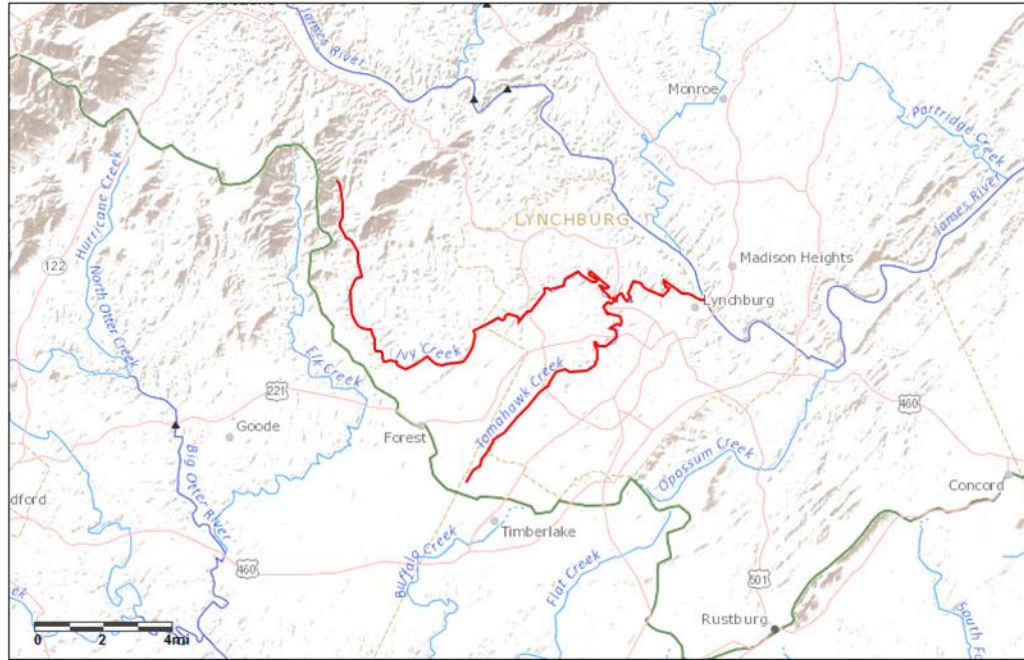


Figure 6. Black Water Creek (USGS Streamer).

The waterways served as the main mode of transportation as they had for the Native Americans. As such, ports began to be established throughout the colony. The ones closest to the project area were Richmond on the James River which was established in 1737 and Petersburg on the Appomattox in 1748. From these ports, goods could be exported and imported into the Piedmont regions of Virginia.

Since rivers were important for transportation it was vital to keep them clear of any obstructions that could hinder boat traffic. In 1745, the House of Burgesses passed an Act for the More Effectual Clearing of James and Appomattox Rivers. It stated in part that fallen trees and fish traps needed to be cleared and if a landowner did not clear them, fines would be assessed. This act also made it possible to appoint surveyors who would inspect the river each spring and clear obstructions. In addition, mill dams were ordered to be destroyed unless owners either put in a lock so boats could pass through or had a canal dug around the dam. If a dam had to be destroyed the owner would be compensated for the loss (Hening 1823:375). Apparently, the 1745 act was not entirely effective since another act was passed in 1752. It authorized eight trustees to be responsible for seeing that the river was clear. Again, landowners along the river would be fined for not clearing

obstructions and mills had to provide a way around their dams or have them destroyed without compensation (Bradshaw 1955).

Thomas Jefferson's Notes On The State Of Virginia, written in 1780 while Jefferson was governor, lists the towns of Virginia, categorized by River, reflecting the role of the rivers as transportation corridors. Throughout Virginia, mills were becoming more numerous along the rivers. Construction of mills along Blackwater Creek and its tributaries near the project area seems to have begun by the mid to late-18th century. With the tobacco industry slowly beginning to wane many planters began to diversify into wheat and other grains. The grist mills that were being built along the James River and its tributaries ground the wheat to make flour which helped supplement the farmer's income (Bradshaw 1955).

In 1756 Great Britain and France went to war which spilled over into North America. The French and Indian War, which was also known as the Seven Years' War, lasted until 1763. Following this conflict, Great Britain tried to recoup some of the costs of defending the American colonies by levying taxes and tightening the administration of trade through navigation acts. Additionally, King George forbade settlement of lands west of the mountains and trade with the Native Americans. All this was done without a representative from the colonies in Parliament and prompted many colonists to adopt the phrase no taxation without representation. The actions by the king sparked a strong response from the colonies. In 1774, the Virginia Convention adopted resolves against the importation of British goods and the importation of enslaved people (Salmon and Campbell 1994).

On the eve of the Revolution War, the economy of Lynchburg and the surrounding counties was increasingly reliant on the production of tobacco and the use of slave labor. After the colonies declared their independence on July 4, 1776, King George III of England ordered the military forces of the Crown to end the colonist's rebellion by force of arms. In 1776, the Virginia Navy Board purchased 100-acres along the Chickahominy River in Charles City County and established a naval shipyard.

At the end of the Revolutionary War there were more enslaved people living in the Piedmont region of Virginia than in Tidewater. This reflects the sustained cultivation of tobacco, which continued to dominate the economy of Virginia and in the decades following American independence, tobacco production boomed in the western counties. However, during this time planters began to diversify with the production of wheat and corn. Small-scale farmers continued to rely on tobacco but often supplemented that crop with livestock, dairy products, produce, and cloth. Land began to increase in value, making land ownership available to a smaller group of people (Morgan and Nicholls 1989).

Bedford County was formed in 1753 from Lunenburg County and Campbell County was formed from Bedford County in 1781, named for William Campbell, one of the heroes of the Revolutionary Battle of Kings Mountain in 1780. Lynchburg was chartered in 1786 and named for John Lynch, the owner of the original town site, Lynchburg was incorporated as a town 1805 and became a city in 1852. Originally part of Campbell County, Lynchburg has annexed land from Bedford and Campbell counties, west of the James River.

The development of Lynchburg created a nearby marketplace for agricultural goods and local communities developed within the county during the early 19th century including Amherst, Madison Heights, Clifford, and Monroe. On the north bank of the James River at the Lynchburg crossing, John Lynch built a tobacco inspection station in 1791 that he named “Madison Warehouse” and a town sharing the name was established around it. The James River facilitated the settlement of Amherst County, running along its southern border and connecting the region to markets in the east (Figure 7).

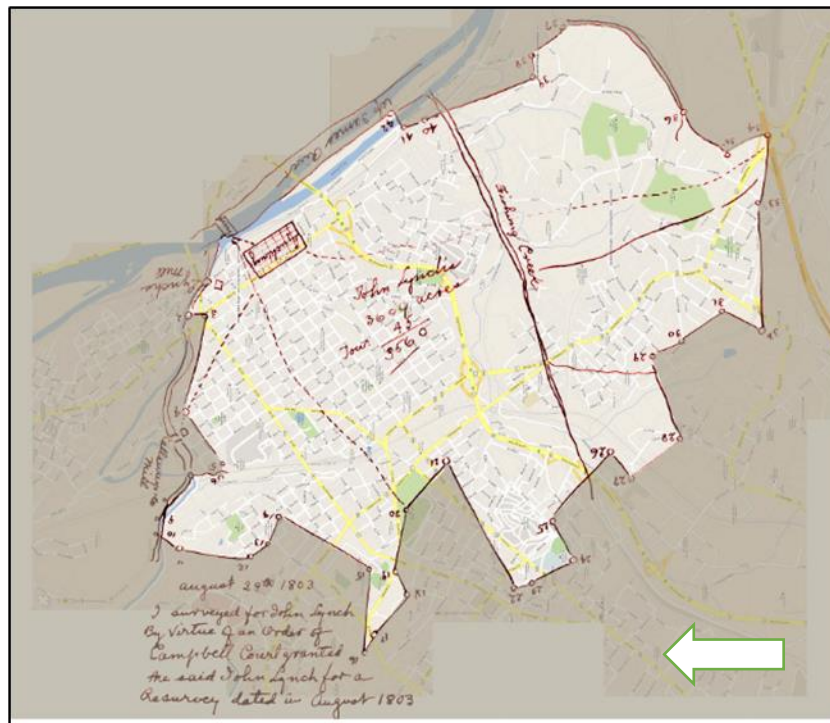


Figure 7. Plat of John Lynch Property 1803, overlaid on Lynchburg map. Note that the map is oriented toward the east.

The James River was an important transportation corridor in the early settlement of the Lynchburg region and bateau boats on the James River were in use before the founding of Lynchburg to transport crops and goods. The bateau was a shallow

river craft used between 1775 and 1840 to transport tobacco crops. By the early 1800s the long flat-bottomed boats were the most popular means of transporting tobacco, corn, and potatoes downstream from Lynchburg to Richmond. Bateaux and packets, used mainly for freight, due to the length of the trip, which took seven days to travel the approximately 156-mile journey.

Major transportation improvements in the second quarter of the 19th century, including the construction of the James River and Kanawha Canal, which began operation in 1840, the development of turnpikes connecting Lynchburg to other parts of the state, and the extension of rail lines such as the Orange & Alexandria, fostered economic growth in Lynchburg.

The James River and Kanawha Canal was built to facilitate shipments of passengers and freight by water between the western counties and the Virginia coast, with the intention to line the Kanawha (New) River to the Ohio River basin. The project was only partially built, beset by budget problems, and interrupted by war. After the Civil War, funds for resuming construction were unavailable and the project could not compete with the increasingly profitable railroads. The canal entered Amherst County at its eastern most point and crossed into Campbell County near Joshua Falls. The course continued upstream from Lynchburg through Bedford County then reentered Amherst County near Rope Ferry. Several stone locks and aqueducts were also constructed in the county as part of the canal project.

The Kanawha Canal linked Lynchburg to Richmond in 1840 and was planned to link Norfolk to the Ohio River, but was supplanted by the faster and cheaper railroads, which replaced the canal by 1855. The Blackwater Creek aqueduct carried the James River and Kanawha Canal over Blackwater Creek. The canal crossed the creek on five 20-foot wooden spans made of foot-square timbers. The Richmond and Alleghany Railroad tracks ran parallel to the aqueduct over Blackwater Creek. The right of way of the Canal was purchased by the Richmond and Allegheny Railroad after 1877 and the former canal towpath was laid with tracks. The line became part of the Chesapeake and Ohio Railway in the 1890s, which completed the development of the proposed canal route into a rail line for the transportation of West Virginia coal to the east.

The railroad improved commerce by allowing farmers from the Piedmont region, and later, from the Shenandoah Valley, to transport their goods and produce more economically to the eastern markets of Washington D.C. and Richmond, as well as to ocean-bound ships in Alexandria. The railroads helped turn nearby Lynchburg into a manufacturing center and facilitated passenger travel between Lynchburg and Washington, reducing the time from three days to eight hours.

The Southside Railroad was formed in 1846 and construction was completed from Petersburg to Lynchburg in 1854, ending at Percival Island in the James River, a distance of 132 miles (Figure 8). The railroad connected a port on the James River

with the farm county south and west of Petersburg. By the mid-nineteenth century, Lynchburg became a center for passenger travel and the distribution of freight when the Virginia and Tennessee Railroad constructed its eastern-most station in the city in 1850. The Orange and Alexandria Railroad served the County directly when completed in 1860, connecting Charlottesville and Lynchburg. After the Civil War, the O&A railroad was consolidated several times, eventually acquired by Southern Railway in 1914 and is today part of the Washington District line of the Norfolk Southern Railway.

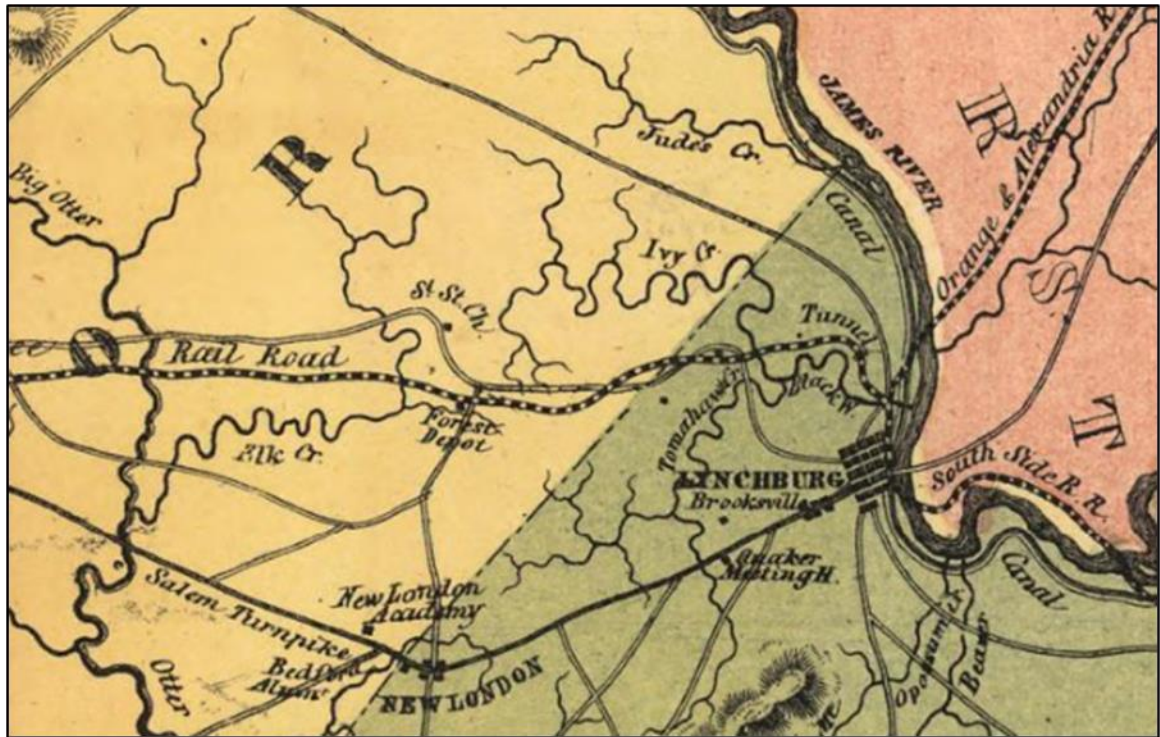


Figure 8. Blackford, W. W., and Ritchie & Dunnivant. Map & profile of the Virginia & Tennessee Rail Road. Richmond, lith of Ritchie & Dunnivant, 1856. (Library of Congress).

Virginia remained primarily rural for most of the antebellum period, with most of its population, estimated to be 1,600,000, both white and black living on large and small farms. Few Virginia planters owned more than 100 enslaved people. While 114 Virginians owned as many as 100 enslaved people in 1860, a majority, approximately 11,000, owned less than 50. The productivity of the land began to decrease during the antebellum period, and as a result the size of Virginia farms and the number of enslaved people began to decline. In fact, in the last three decades before the Civil War, the number of enslaved individuals in Virginia fell from 48% to 30% of the total population (Dabney 1989).

The Gilmer map published in 1864 shows Hutter's Old Mill, Oiler's Mill, and McDonald's Mill on Blackwater Creek, Terrell's Mill on Burton's Creek, Halsey's

Mill on Ivy Creek, and Clay's Mill on Tomahawk Creek, in addition to an unnamed mill on Joe's Branch and an unnamed Mill on the James River (Figure 9 through Figure 12).



Figure 9. Gilmer, Jeremy Francis, et al. Map of Campbell Co. 1864. (Library of Congress).



Figure 10. Clay's Mill, Terrell's Mill, and Hutter's Old Mill on 1864 Gilmer map (Library of Congress).

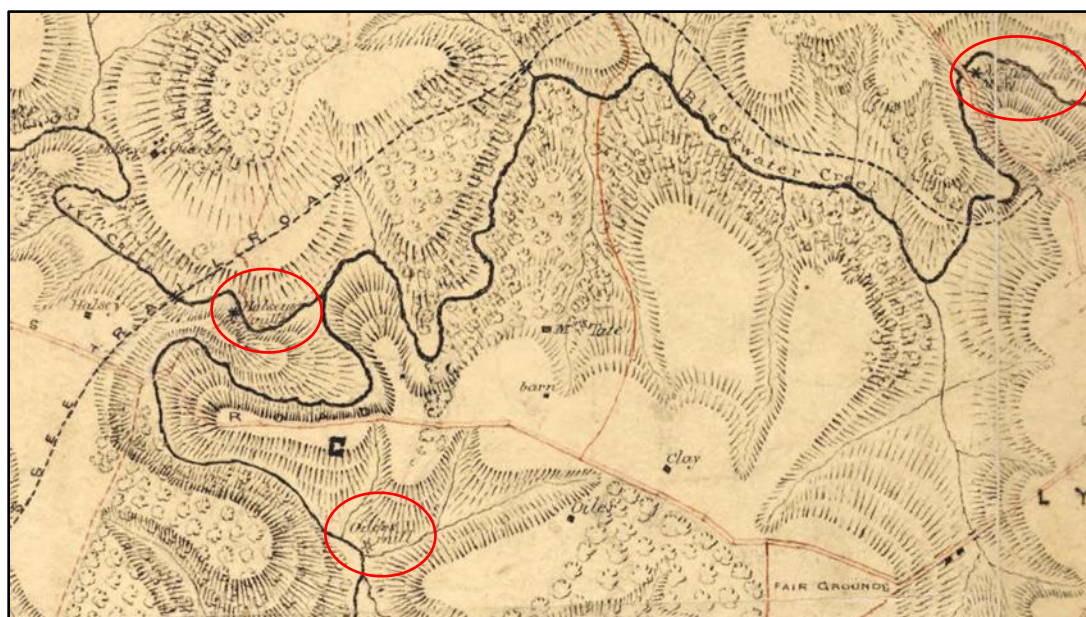


Figure 11. Oiler's Mill, Halsey's Mill, and McDonald's Mill noted on 1864 Gilmer map (Library of Congress).

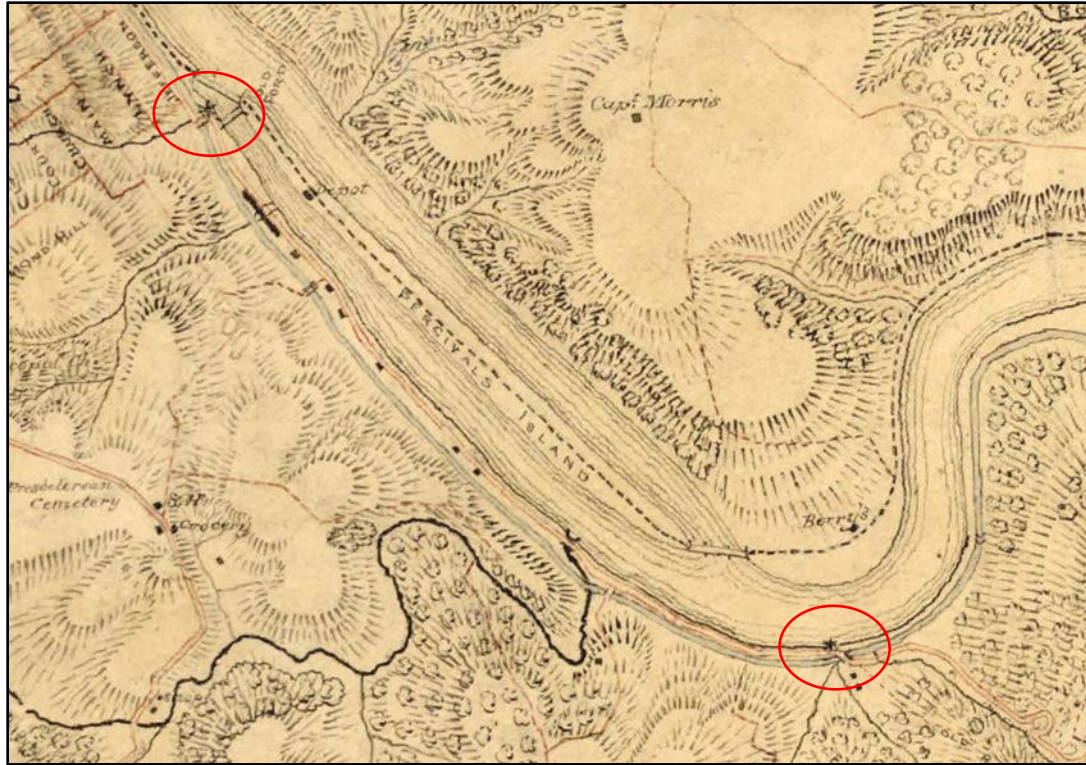


Figure 12. Two unnamed mills on 1864 Gilmer map (Library of Congress).

By the 1860s, the issues of slavery and states' rights had precipitated armed conflict, and Virginia dissolved her ties to the federal government. As soon as Virginia succeeded on 17 April 1861. During the war, Virginia was the scene of numerous battles which mostly took place in the northern and central parts of the state. More men fought and died in Virginia than in any other state (Salmon and Campbell 1994).

When the Civil War broke out in 1861, Virginia was in the center of the action with most of the battles being fought in northern Virginia near the Mason Dixon line or near Richmond, the capital of the confederacy. One battle took place in Campbell County known as the Battle of Lynchburg, which took place over three days in June 1864 between the forces of Confederate General Jubal Early and Union General David Hunter. The battle ended with Hunter's retreat to West Virginia, a Union state.

The Virginia and Tennessee stimulated economic growth and played a key role for the Confederate Army during the Civil War, as a route for supplies, food, and troops. The railroad also facilitated the movement of important raw materials, such as copper, lead, salt, and saltpeter. Originally incorporated as the Lynchburg and Tennessee Railroad in 1848, what became known as the Virginia and Tennessee

Railroad broke ground in 1850 and the first steam train arrived in Lynchburg in 1852. The rail line linked Lynchburg to Forest in 1852, then to Big Lick (Roanoke), and to Bristol in 1856, a total distance of 204 miles. The majority of the track and rolling stock was captured and destroyed by Union forces in 1864. The rail line was rebuilt after the war and consolidated with the South Side Railroad and the Norfolk and Petersburg Railroad. In 1870, it became part of the Atlantic, Mississippi and Ohio Railroad, ultimately becoming part of Norfolk and Western. Today much of the Virginia and Tennessee Railroad is still in operation for Norfolk Southern. A portion of the original railroad bed, completed in 1856, follows a section of Blackwater Creek west of downtown and has become a trail system connecting the riverfront with a park along the creek. The Hollins Mill Tunnel, part of the Virginia and Tennessee original infrastructure is part of the trail. The tunnel runs 450 feet blasted out of the rocky hillside by crews of Irish immigrants and enslaved Africans.

The railroad was a vital supply line for the Confederacy during the Civil War, linking Richmond and Petersburg. In 1870, after the Civil War, these two railroads merged with the Norfolk and Petersburg to form the Atlantic, Mississippi and Ohio Railroad, which later became the Norfolk & Western. In 1854 the General Assembly granted the Orange and Alexandria Railroad the right to construct a line from Charlottesville to Lynchburg. The line reached Lynchburg in 1860 and connected to the Virginia and Tennessee Railroad and the South Side Railroad, connecting the city to northern Virginia and the industrial states to the north. On April 9, 1865, Lee surrendered his army to Grant which effectively ended the war. The war left most of the south desolated physically, socially, and economically. In Amherst County, despite not having any major battles fought there, the loss of manpower and the emancipation of the enslaved population depressed the local economy.

Although Virginia did not experience radical reconstruction, Federal authorities heavily scrutinized its executive leadership, state legislature, and judicial system. Virginia's Freedmen's Bureau was established following the passing of two major congressional Reconstruction Acts in March 1867 and was immediately tasked with enfranchising newly freed men. It was successful, for 93,145 of the registered 105,832 freedmen cast their votes in the election held on October 22, 1867, in which a new constitutional convention was approved (Kerr-Richie 2001). The period of reconstruction that followed the war was characterized by poverty and racial tension, with black citizens participating in the political process with mixed success until the Virginia Constitution of 1902 essentially disenfranchised them.

In the wake of the Civil War, many planters struggled financially. While some made the transition from forced to wage labor, others could not pay, and had little choice other than to sell their land. In the Piedmont region, it was common for freedmen to purchase parcels of land. According to historian James Russell, in the

30-year period between 1870 and 1900, freedmen acquired 1,031,331 acres of land in Virginia, constituting 25,566 farms averaging 40.3 acres each (Russell 1926).

By the mid-19th century this was an important transportation juncture, where the James River and Blackwater Creek met the Kanawha Canal and tow path, the Water Works Canal, the Virginia and Tennessee Railroad with Depot, machine shop and roundhouse, the Orange and Alexandria Railroad, two unnamed mills, and the South Side Railroad. The population of Lynchburg grew quickly during the mid-19th century, expanding from 4,630 residents in 1830 to 15,959 by 1880. By the 1850s, Lynchburg was among the richest towns per capita in the United States, due to tobacco, slave-trading, commerce and the manufacture of iron and steel (Tripp 1997).

Previous Investigations

A search of the Virginia Department of Historic Resources' (VDHR) Virginia Cultural Resource Information System (V-CRIS) for previously recorded cultural resources revealed that 70 archaeological sites are recorded with the city of Lynchburg. Of those resources, 21 are located on or near the James River, five are located on or near Blackwater Creek, and five are located on or near Tomahawk Creek (Figure 13).

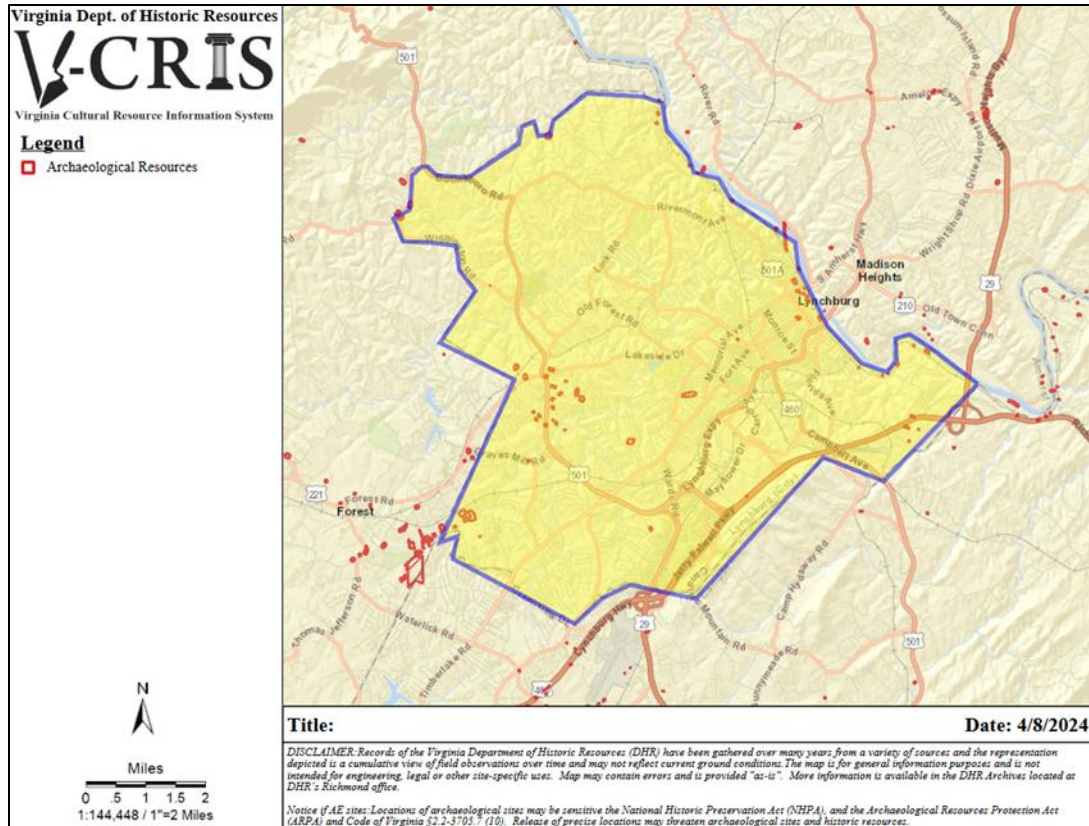


Figure 13. Previously recorded archaeological sites located within Lynchburg city limits.

James River

Site 44CP0066 is Reusens Dam, which was originally named Judith's Dam Guard Lock. It guarded the entrance to the Kanawha Canal around the dam, while letting boats in and out. Site 44CP0067 is Lock 2 of the Kanawha Canal and located downstream of site 44CP0011. Site 44CP0068 is Lock 1 of the Kanawha Canal and located downstream of site 44CP0068. Site 44CP0069 is Scott's Mill Dam, which was built on the site of a canal lock in 1884. Site 44CP0070 is the Blackwater Creek Aqueduct that was constructed in the 1830s. Site 44CP0071 is the Ninth Street Bridge that was constructed in 1838 over the canal in downtown Lynchburg. Site 44CP0104 is a culvert located in downtown Lynchburg and is currently beneath the Norfolk and Western Railroad. Site 44CP0105 is a canal bridge located in downtown Lynchburg and is currently beneath the Percival's Island parking lot. Site 44CP0106 is a culvert located in downtown Lynchburg and is currently beneath the Norfolk and Western Railroad. Site 44CP0184 is the Norfolk and Western Railway depot in downtown Lynchburg. Site 44CP0304 is a section of fieldstone wall near the James River that may be related to the Kanawha Canal system. All of these sites have been determined to be Potentially Eligible for NRHP listing by DHR staff.

Site 44CP0100 is a Kanawha Canal bridge located in downtown Lynchburg and is currently beneath the Norfolk and Western Railroad. Site 44CP0101 is Lock 51 located in downtown Lynchburg and is currently beneath the Norfolk and Western Railroad. Site 44CP0102 is a culvert located in downtown Lynchburg and is currently beneath the Norfolk and Western Railroad. Site 44CP0103 is a canal bridge located in downtown Lynchburg and is currently beneath the Norfolk and Western Railroad. Site 44CP0117 is a backfilled section of the Kanawha Canal in downtown Lynchburg. Site 44CP0185 is a culvert for the Kanawha Canal near Reusens Dam. Site 44CP0186 is a culvert for the Kanawha Canal near Reusens Dam. Site 44CP0187 is the remains of the Orange and Alexandria Railway bridge that bisected the James River and connected with Amherst County. These sites have not been evaluated for NRHP listing by DHR staff.

Blackwater Creek

Site 44CP0110 is the J.J. Scott & Co. flour mill that was built in 1877 near the mouth of Blackwater Creek. It is not noted on the 1864 Gilmer map. Site 44CP0111 is Lynch's Mill that was built sometime before 1786 near the mouth of Blackwater Creek. It is not noted on the 1864 Gilmer map. Site 44CP0116 is a railroad depot that was built near the mouth of Blackwater Creek in 1852. All of these sites have been determined to be Potentially Eligible for NRHP listing by DHR staff.

Site 44CP0115 is a bridge that extended over the mouth of Blackwater Creek connecting the northeastern end of Sixth Street and Daniels Hill in downtown Lynchburg. Site 44CP0296 is a Pre-Contact lithic scatter near where Rte. 221 crosses Blackwater Creek in central Lynchburg. These sites have not been evaluated for NRHP listing by DHR staff.

Tomahawk Creek

Site 44CP0013 is Graves Mill. The mill was built by Christopher Johnson, an early Quaker settler, in 1774 on Tomahawk Creek along with a small house on an extensive tract of land that he had purchased in 1764. It is noted as Clay's Mill on the Gilmer map. Site 44CP0229 is a Pre-Contact lithic scatter located along the left bank of Tomahawk Creek in the center of Lynchburg. These sites have not been evaluated for NRHP listing by DHR staff.

Site 44CP0261 is a multicomponent Archaic Period and 20th century artifact scatter located on the left bank of Tomahawk Creek on Poplar Forest property in the southwest corner of Lynchburg. Sites 44CP0262 and 44CP0263 are Pre-Contact lithic scatters located on the left bank of Tomahawk Creek on Poplar Forest property in the southwest corner of Lynchburg. All of these sites have been determined to be Not Eligible for NRHP listing by DHR staff.

4. FIELD AND LABORATORY METHODS

The project scope of work called for surveying from the water and public walking trails on Blackwater Creek, Tomahawk Creek, Ivy Creek, and Joe's Branch. A two-person team conducted the survey on foot due to water levels being too low to efficiently float kayaks through.

Traveling downstream, any observed anomaly in the river was investigated along with any cut-banks with at least 50% ground surface visibility. When sites were encountered, they were photographed, and their locations recorded with the handheld GPS. No artifacts were collected during the survey. Any observed artifacts were noted and photographed in situ.

LiDAR Survey

Before the river survey commenced, LiDAR data was reviewed for an area extending out approximately 650 feet on either side of the waterways. LiDAR, which stands for Light Detection and Ranging, is a remote sensing technique that uses light in the form of a pulsed laser to measure variable distances to the Earth. The light pulses generate a three-dimensional image of the Earth which gives an accurate portrayal of the contours of the Earth's surface (National Ocean Service n.d.).

The data used in this project was gathered during overflights of the project area in 2017 and has a resolution of one meter on horizontal plane and 19.6 cm vertical accuracy with 95 percent confidence. Areas that contain little vegetation typically contain higher levels (+/- 10 cm) of vertical accuracy than vegetated areas, which average thirty-centimeter accuracy with 95 percent confidence (Arundel et al 2015:4).

Besides LiDAR, aerial images in Google Earth were also consulted for various years. Images were examined in order to ascertain the locations of any new sites in the waterways and to also reexamine previously identified sites.

5. RESULTS

The survey resulted in the documentation of five new archaeological sites in or immediately adjacent to the creeks located within the city of Lynchburg. Terrell's Mill, Oiler's Mill, McDonald's Mill, Haley's Mill, and the unnamed mill on the James River were located, photographed, and recorded. Hutter's Old Mill and the unnamed mill on Joe's Branch could not be located due to both areas being heavily developed.

Although cut banks were examined, no features were observed in the areas inspected. Severe erosion was noted in multiple places near recent development areas throughout the creek system.

Lost Sites

Hutter's Old Mill

The area where this mill was map-projected to have been located was searched thoroughly by archaeologists, but no evidence of it could be found. An apartment complex is currently under construction in the direct vicinity and the Blackwater Creek banks have been altered in recent years with beautification projects and have experienced significant erosion. These impacts could have caused the remnants of the mill and dwelling house to be erased from the landscape.

Joe's Branch Mill

The area where this mill was map-projected to have been located was searched thoroughly by archaeologists, but no evidence of it could be found. The Lynchburg Regional Water Resource Recovery Facility currently operates in the projected location of the mill. The facility encompasses 27 acres and consists of water treatment silos, laboratories, and administration buildings. It is likely that the mill seen on the 1864 map was located beneath the treatment plant due to its location at the confluence of Joe's Branch and the James River. If remains of the mill were encountered during construction of the plant, they were likely scraped from the landscape.

Previously Recorded Site

44CP0013/ 118-0096 Graves Mill (Clay's Mill)

This site is the only mill shown on the Gilmer map that had been previously recorded. It was originally recorded as an archaeological site in 1977, but it was surveyed architecturally in 1958 for a HABS survey of the Rosemont property that

encompasses it. Rosedale was originally recorded under the name of Roseland, under the Campbell County DHR ID number of 015-0012. It was later re-recorded under the city of Lynchburg DHR ID number of 118-0201 as Rosedale, and 118-0347 as Roseland. Graves Mill was recorded as an archaeological site 44CP0013 in 1977 and as architectural resource 118-0096 in 1982 (Figure 14).

The mill was built by Christopher Johnson, an early Quaker settler, in 1774 on Tomahawk Creek along with a small house on an extensive tract of land that he had purchased in 1764. The mill ground meals for the families of Revolutionary War soldiers during the war. James Martin purchased the mill parcel from Johnson in 1811 and continued operations of it until 1830 when the entire property was purchased by Odin Clay. When he died in 1893, the property (mill included) was sold to William Graves who owned it through the 20th century. In 1967, the mill burned down, and the stone foundation walls and traces of the millrace were all that remained.

The mill was originally constructed by Johnson as a one-story stone structure. Clay added a five-story wooden addition on top of the original mill structure, and Graves added a second overshot water wheel in 1909. Paul Graves reconstructed the mill on the original stone foundation using heavy timber frame construction. It is reported to have some of the mill gears and machinery on the interior but has not been made active as a grist mill. Presently, the Roseland property serves as a wedding venue open to the public for rentals. Archaeologists attempted to make contact with the property owners and visit the site to update the site form with the current conditions but were not allowed to access the property.



Figure 14. Graves Mill in 1935 (Library of Congress).

Newly Recorded Sites**McDonald's Mill (44CP0324)**

The earliest references to what is labeled as McDonald's Mill on the 1864 Gilmer map refer to it as "John Hollins' Mill" (Figure 15). Hollins owned it from at least 1845 through the time period when Gilmer drew his map of the area. H&P was unable to find any reference to a McDonald owning the mill or clear indications of who McDonald was in relation to the mill. There is the possibility that he was a miller that lived in the dwelling house and the property was mistakenly attributed to him when the map was drawn.

A newspaper advertisement from 1856 was taken out by John Hollins to rent the mill and hire three mill hands (Figure 16). This advertisement also provides valuable insight into how large the mill complex was at the site. According to the ad, the property for rent included "Grist and Plaster Mill and Cobb Crusher, all in good order, to which is attached Lumber House, Cooper Shop, Dwelling House and Garden." This shows that the site had a fully functioning system that employed many people and provided multiple different services to the people of Lynchburg. It was also a well-known landmark of the city, which is demonstrated by a newspaper article from April 1860 with regiment orders for soldiers in the city (Figure 17). They were to march "down Black Water Creek to Hollins' Mill" before continuing their movement through the city. All or part of the mill complex was listed for sale in the Tri-Weekly News 1872 by multiple gentlemen but not Hollins, so he likely passed away before that point (Figure 18).

WOOL CARDING.

THE SUBSCRIBER begs leave to inform his old friends and the public generally, that he intends continuing the Business of

CARDING WOOL

this Spring, at the Old Stand on Black Water, a short distance above Mr. John Hollins' Mill.

The good order of the Machines, and his long experience in the business, will enable him to say to those who may kindly favor him with their patronage that they shall have no reason to regret it.

HIS PRICE FOR CARDING PER POUND,
Will be 4 cents if the Wool is greased before it is sent to the Mill. 1 lb. of Lard will be required to every 10 lbs. of Wool.

As very nice Rolls are desirable, as well by the carder as by the owner, he hopes that great pains will be taken to cleanse the Wool of all foreign matter, before it is sent to the Machine.

The Wool can be left at the following places on Main Street:

Messrs. McDaniel & McCorkle's, Messrs. Bowles & Acree's, Mr. T. T. Moorman's, W. E. Lewis's, Mr. M. Moore's or Messrs. Jennings'; and the Wool will be returned to any of the above places where the Wool is left, without any additional charge.

JOHN NUCKLES.

May 15 31

Figure 15. Advertisement in the Lynchburg Virginian newspaper from May 1845 referring to carding operations at "Mr. John Hollin's Mill" (Library of Virginia).

MILL FOR RENT.—I will rent till the 1st
day of July, 1857, my MILL. It runs four pair Burrs, together with Grist and Plaster Mill and Cobb Crusher, all in good order, to which is attached Lumber House, Cooper Shop, Dwelling House and Garden.

I will also hire out, for the same period, 3 valuable mill hands. For terms, which will be liberal, apply, to M. Hollins.

may 23-48 **JOHN HOLLINS.**

Figure 16. Lynchburg Daily Virginian advertisement from May 1856 listing the mill for rent by John Hollins (Library of Virginia).

HEAD-QUARTERS 131ST REGIMENT, (
At Lynchburg, April 17th, 1860.)
GENERAL ORDER NO. 1.

I. The bounds of this Regiment (in which Lynchburg is included) are as follows:

Beginning at mouth of Fishing Creek below the City, and running up said Creek to the Lynchburg and Campbell Court House turnpike (at the toll gate); thence straight across to Miss Sally Davis' Spring; thence straight to the dirt-bridge on Forest road; thence down that branch to Black Water Creek; thence down Black Water Creek to Hollins' Mill; thence with the old Lynchburg and Blue Ridge turnpike to the Bedford line; thence with the Bedford line to James River; thence down the River to Fishing Creek, at the beginning.

II. In these bounds, eight company districts are established, to-wit:

No. 1. *Capt. E. H. Merrill.*—Beginning where the road to Hollins' Mill leaves the corporation line, and running along said road to the Bedford line, (including all persons on the right going out); thence with the Bedford line to James River; down the River to the mouth of Black Water Creek; up said Creek to the corporation line, and then along said corporation line to the beginning. Parade ground at Hollins' Mill.

No. 2. *Capt. David E. Booker.*—All that portion of the City lying between the corporation line and Sixth Street, running from Black Water Creek across the City to Federal Street.—Parade ground in front of C. W. Christian's.

No. 3. *Capt. J. H. Robinson.*—All that portion of the City lying between Sixth and Eighth Street, running from Black Water Creek across to Federal Street. Parade ground on Clay Street, in front of the Reservoir.

No. 4. *Capt. M. R. Bohannon.*—All that portion of the City lying between Eighth and Tenth Streets, extending from James River across to Federal Street. Parade ground in front of the Court House.

No. 5. *Capt. J. B. Shaner.*—All that portion of the City between Tenth Street and the corporation line, running across from James River to Federal Street. Parade ground in front of the Court House.

No. 6. *Capt. Buchanan.*—All that portion of the City lying west of Federal Street, to the western corporation line (Taylor Street). Parade ground in front of the College.

No. 7. *Capt. G. W. Lee.*—Beginning at the point where the Campbell Court House Turnpike leaves the corporation; thence along said road, (taking all on the right going out), to the Toll Gate; thence across to Davis' Spring; thence by a straight line to Dirt Bridge; thence down to the branch and Creek, to Hollins' Mill; thence back with the Hollins' Mill road, to the City line, and thence coming back around the corporation lines to the beginning. Parade Ground, in front of the College.

No. 8. *Capt. J. W. McGowan.*—Beginning at mouth of Tan Yard Branch, and running down James River to Fishing Creek; thence up Fishing Creek to the Campbell Court House Turnpike; thence with the said turnpike back to the corporation line, and thence around the corporation line to the beginning. Parade Ground, as established in notices posted in the District.

III. All white males, between 18 and 45 years of age, are required, by the new law, to report themselves, for enrollment, to the Captain of the Company District in which they reside, or incur a fine, at the discretion of the Court of Enquiry, not less than one, nor more than five dollars. Fines for absence from muster, not less than 75 cents, and as high as \$2, 00, decided by the Court of Enquiry—collectable by the Sheriff.

IV. All persons liable to Militia duty in the 131st Regiment, are hereby notified to muster on Saturday next, the 21st of April, 1860, at 8 P. M., at the parade grounds of their respective Company Districts, to elect Officers, and organize—subject to the foregoing fines.

V. The Commissioned Officers of the 131st Regiment are notified to attend the training of Officers at Campbell Court House, beginning on Monday, the 23d of April, 1860—subject to a fine of \$5 per day for non-attendance.

VI. The General Muster of the 131st Regiment will take place on Saturday, April 25th, 1860, at 11 o'clock A. M., in front of the Court House.

VII. Captains will post this notice at three places in their Company Districts.

By orders received from Genl O. G. CLAY,
 S. GARLAND, JR., Capt. Commanding.
 Capt. J. H. Robinson, Acting Adjutant. [ap 18-44ac1t

Figure 17. Lynchburg Daily Virginian newspaper article from April 1860 with orders for Confederate regiments referencing Hollins' Mill and Hollin's Mill Road (Library of Virginia).

SALE OF HOLLIN'S MILL.—Messrs Slaughter, Kean and Daniel, Halsey and Daniel will sell the Hollin's Mill this (Saturday) evening at 3 p. m., on the premises, at public auction. As trustees under sundry deeds of trust a fine opportunity for a good investment is thus offered. Terms made known at the sale which will be positive and without reserve.

Figure 18. Tri-Weekly News advertisement from June 1872 listing the mill for sale.

This site consists of the remnants of a stone dam, remains of a wooden crib dam and the foundation of the mill (Figure 19 through Figure 23). The stone dam extends across Blackwater Creek and makes a short waterfall which is the center piece of Hollins Mill Park. In addition, the possible location of the dwelling house was observed in the parking lot of the park. The remains of a wooden sluice abut the stone dam on the right bank of Blackwater Creek where the waterfall creates a basin before the creek continues to flow north towards the James River. A culvert creates a walking bridge just downstream of the basin. An observation deck was built by the city to overlook the basin and waterfall.



Figure 19. Stone dam and waterfall that is the center piece of Hollins Mill Park. Note the small niche in the dam and wooden sluice remains on the left side of the image. Photo by E. Taylor.



Figure 20. Small niche inside the stone dam on the right bank of the creek. Photo by E. Taylor.



Figure 21. Remains of the wooden sluice on the right bank of the creek. Photo by E. Taylor.



Figure 22. The observation deck built at the base of the waterfall. The wooden sluice remains extend beneath it. Photo by E. Taylor.



Figure 23. The remains of the wooden sluice extending under the observation deck. Photo by E. Taylor.

The mill building was two and a half stories and wood sided with an overshot waterwheel in historical photographs. The mill foundation observed in the field was made of both stone and brick mortared together and was eroding out of a paved walking path near the observation deck (Figure 24). A historic photo taken in the late 19th or early 20th century shows the dam and mill structure before it burned down in approximately the same location as the current observation deck (Figure 41 and Figure 42). According to Lynchburg Parks & Recreation, the mill burned down in 1900 and the site became the location of the Taylor Wagon Works, but historical photographs bring this timeline into question. More research is needed in order to create an accurate timeline of the site after the 1872 newspaper article.



Figure 24. Photo showing the visible foundation portions of the mill near the observation deck. Photo by E. Taylor.

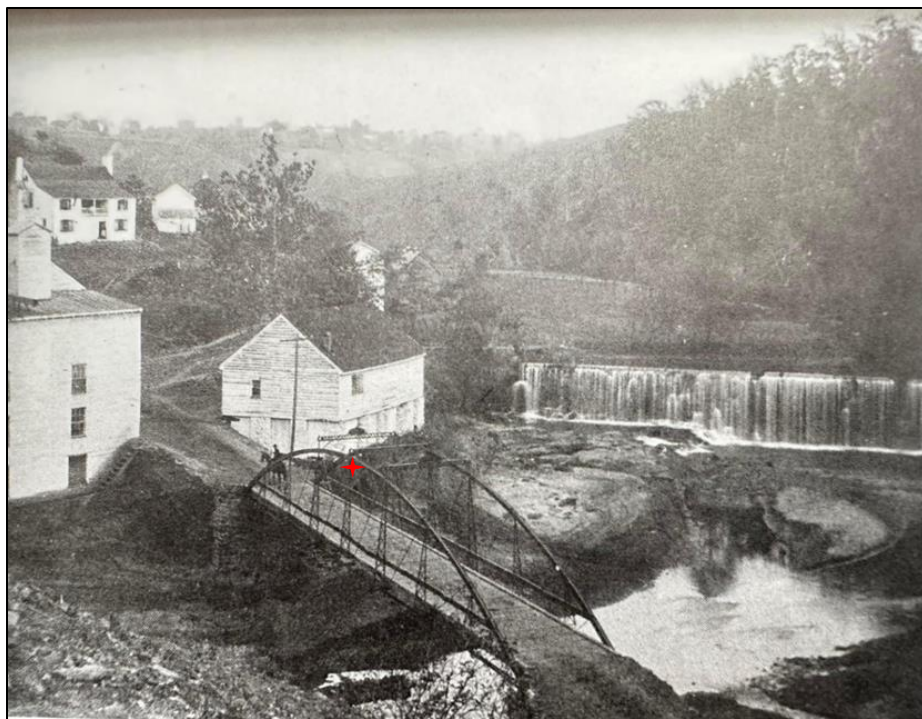


Figure 25. Photo of Hollins' Mill in the late 19th or early 20th century. A red star shows the location of the foundation corner observed in the field (RetroWeb Visual History of Lynchburg)



Figure 26. Photo taken in approximately the same location as the previous photo. Photo by E. Taylor.



Figure 27. Photo showing the wooden sluice and dam at Hollins' Mill, date unknown (Lynchburghistory.com).



Figure 28. Photo showing Hollins' Mill, date unknown (Lynchburghistory.com).



Terrell Moseley photograph

Figure 29. Photo showing the same structure as previous, but with a 1950s car in the background potentially indicating that Hollins' Mill stood much later than is currently believed (RetroWeb Visual History of Lynchburg).

The foundation of the potential dwelling house was also observed in the field in the parking lot for the park (Figure 30 and Figure 32). The foundation consisted of stone walls and brick flooring for at least two distinct rooms. The remains are eroding out of the ground where the parking lot meets Hollins Mill Road.



Figure 30. Foundation of potential mill dwelling house. Guard rails for Hollins Mill Road can be seen in the background. Photo by E. Taylor.



Figure 31. Second room of potential mill dwelling house. Guard rails for Hollins Mill Road can be seen in the background. Photo by E. Taylor.



Figure 32. Floor of potential mill dwelling. The floor consisted of handmade brick overlaid with concrete. Photo by E. Taylor.

Historic and aerial photographs of the mill complex show the mill in great detail and the location of the potential dwelling house (Figure 33 and Figure 34). The mill is reported to have burned in 1900 and then the site became the location of the Taylor Wagon Works, so the structure seen in the 1941 aerial may not be the mill.



Figure 33. 2022 aerial photograph of the site (VGIN).



Figure 34. 1941 aerial photograph of the site (Lynchburg GIS).

The site is in good condition and threats to it include flooding, erosion caused by urban development surrounding the site, and being silted over. In addition, the site is a popular public park and faces potential damage from vandalism. Archaeologists observed large amounts of refuse, cut stone and handmade brick scattered throughout the park that potentially are related to earlier activities at the site. One piece of Japanese import porcelain with the Phoenix Bird pattern (TPQ 1914) was seen on the surface near the waterfall but was not collected (Figure 35 and Figure 36).



Figure 35. Handmade brick and cut stone along the right bank of Blackwater Creek. Photo by J. Gantzert.



Figure 36. Japanese import porcelain with the Phoenix Bird pattern (TPQ 1914). Photo by J. Gantzert.

This site has the potential to yield important information about how Lynchburg utilized the creek systems in the city for commerce, along with mills and the people who operated them in this area during the 19th century. Therefore, it is recommended as potentially eligible for the National Register under Criteria A, C and D.

Oiler's Mill (44CP0325)

This site is the remains of one wall of Oiler's Mill on the left bank of Blackwater Creek along the Blackwater Creek Trail (Figure 37 through Figure 42). All that remains of the mill is a dry-laid stone wall that is visible and is covered in vegetation and trees. A large amount of cut stones were seen in the creek that potentially were part of a dam at the mill. The LiDAR map showed a built-up area to the south of the visible wall that is potentially additional sections of wall related to the mill. It was field checked by archaeologists, but nothing was visible from the surface.



Figure 37. Remains of the wall on the left bank of Blackwater Creek. Photo by J. Gantzert.



Figure 38. Remains of the wall on the left bank of Blackwater Creek. Photo by E. Taylor.



Figure 39. Cut stones in Blackwater Creek that potentially were part of a dam at the mill.
Photo by E. Taylor.

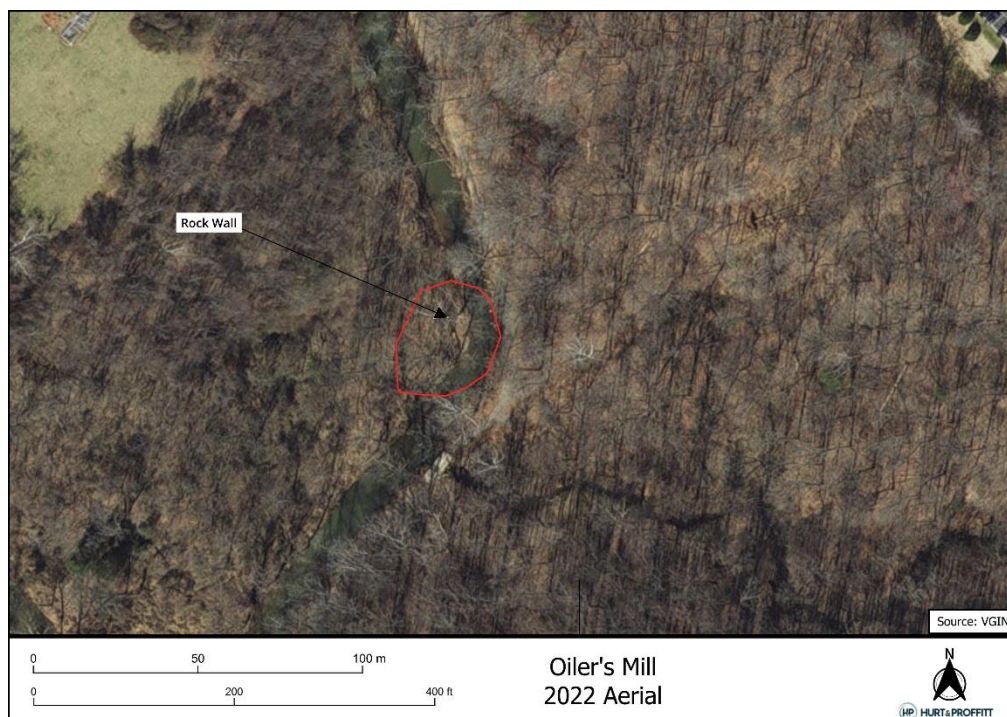


Figure 40. 2022 aerial photograph of the site (VGIN).

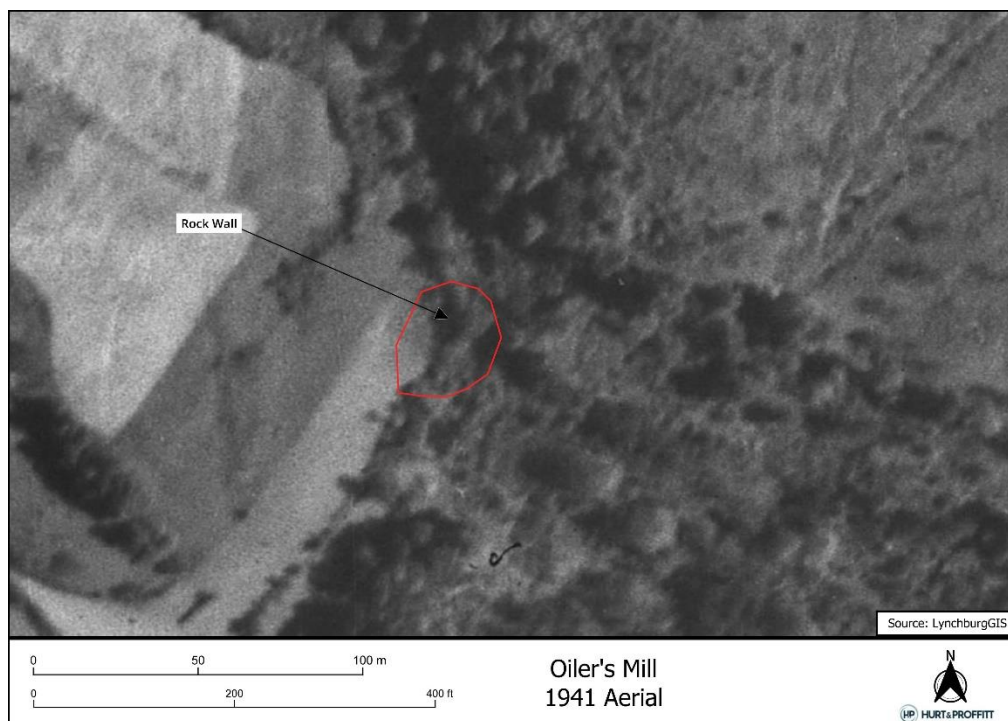


Figure 41. 1941 aerial photograph of the site (Lynchburg GIS).

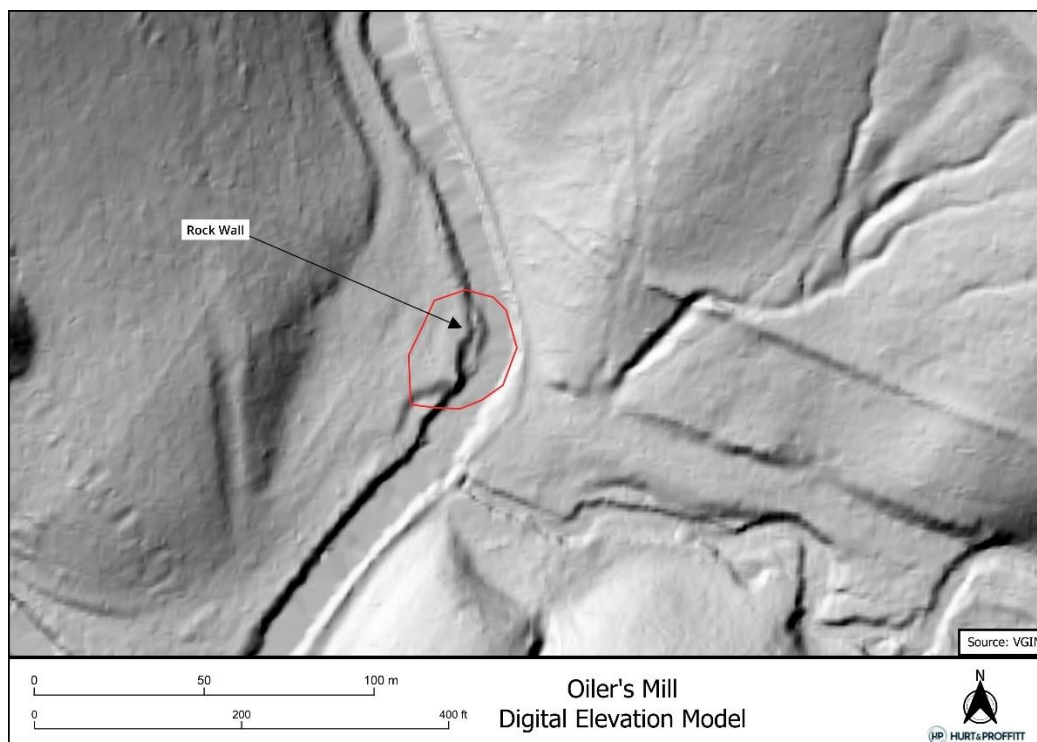


Figure 42. LiDAR map of the site (VGIN).

The site is in fair condition and threats to it include flooding, erosion and vandalism as it is located on the Blackwater Creek Trail. In addition, roots from trees and plants growing in and around it could cause damage to the stone walls.

This site has the potential to yield important information about how Lynchburg utilized the creek systems in the city for commerce, along with mills and the people who operated them in this area during the 19th century. Therefore, it is recommended as potentially eligible for the National Register under Criterion A and D.

Halsey's Mill (44CP0326)

This site consists of the remnants of a stone dam and a supporting wall for Halsey's Mill. Few historical references could be found referring to this mill or the Halsey it was named for. One newspaper article from 1850 references it as a location to deliver lumber to for the Tennessee Rail Road Company construction projects (Figure 43). Another newspaper article from 1873 references it as a landmark near where highway robbers are reported to be hiding out and targeting local women passing by (Figure 44).

PROPOSALS FOR TIMBER.				
P ROPOSALS will be received at the office of the Virginia and Tennessee Rail Road Co., in Lynchburg, until the 7th day of August next, for the delivery of the Timber included in the following bills, at the places indicated, viz :				
<i>At the Bridge over Ivy Creek, near Halsey's Mill :</i>				
2400	feet run	6x11	in lengths of	35 to 45 feet
2400	" "	6x9	"	25 to 35 "
48	pieces	9x10	"	15 ft. 6 inches
138	"	8x10	"	15 " 6 "
162	"	6x12	"	20 ft.
24	"	10x12	"	26 "
108	"	5x8	"	20 "

Figure 43. Lynchburg Virginian advertisement from June 1850 listing Halsey's Mill as a drop off location from lumber (Library of Virginia).

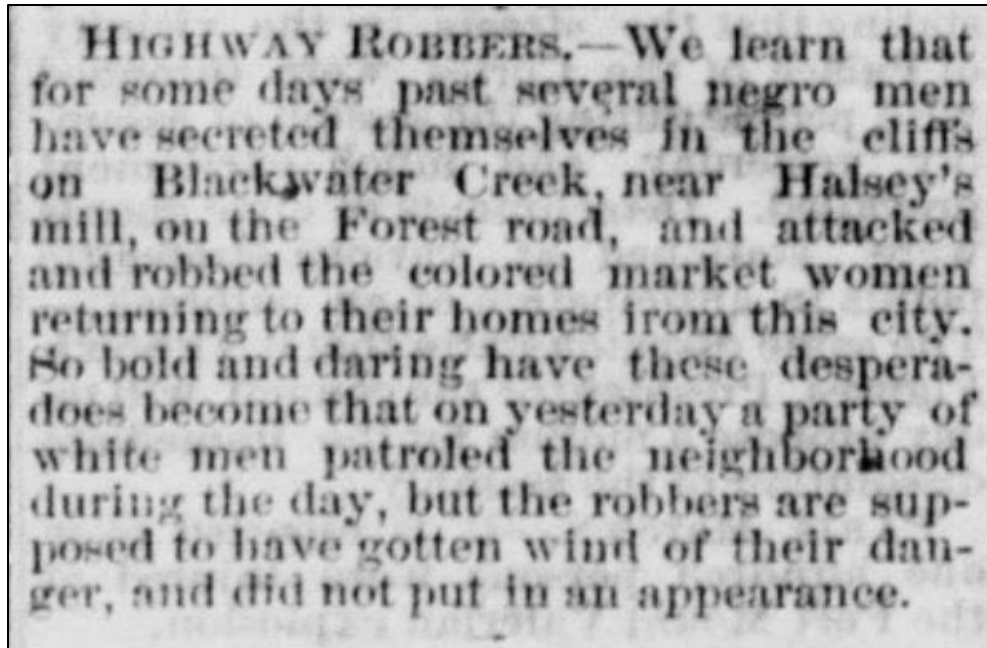


Figure 44. Tri-Weekly News article from March 1873 warning of highway robbers hiding out near Haley's Mill (Library of Virginia).

This site consists of the remnants of a stone dam and a supporting wall for Halsey's Mill. The stone dam is submerged in the creek and abuts a stone wall along the right bank that is covered in vines and trees. Large amounts of concrete with handmade bricks and wooden beams encased were observed in the field on the left bank of Ivy Creek along the Creekside Trail. These are potentially the remains of a crib dam or sluice associated with the mill. The remains of a mill turbine were also observed on the left bank. A modern sewer pipe crosses the creek just downstream of the dam.

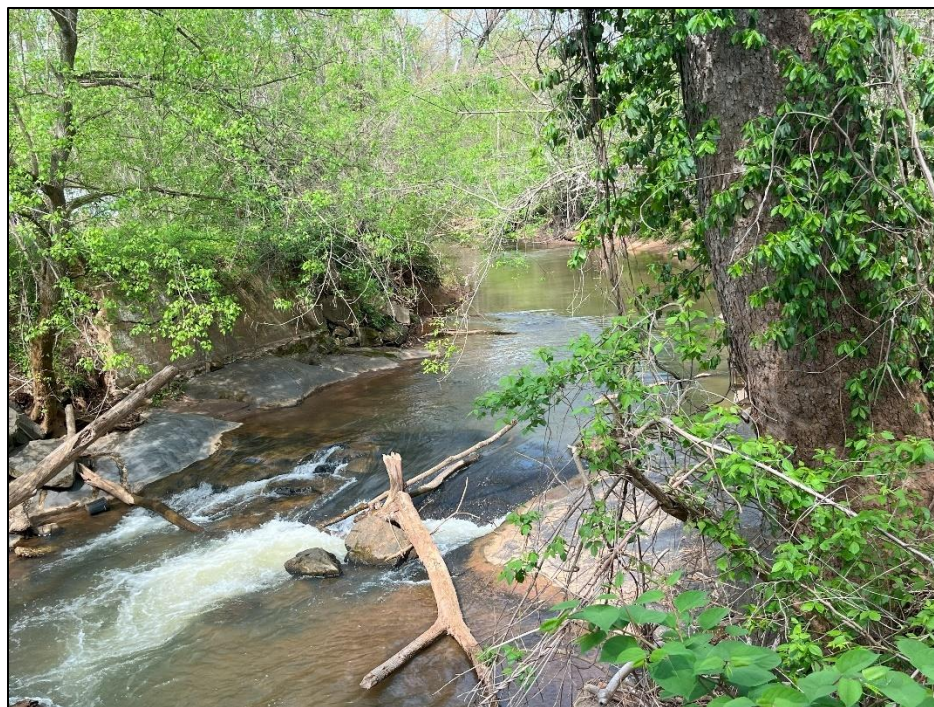


Figure 45. Photo of the remains of the stone dam and wall on right bank of Ivy Creek.
Photo by J. Gantzert.



Figure 46. Photo showing handmade bricks and potential remains of a wooden crib dam or sluice encased in concrete on left bank of Ivy Creek. Photo by J. Gantzert.



Figure 47. Remains of turbine observed on left bank of Ivy Creek. Photo by J. Gantzert.



Figure 48. Modern sewer pipe crossing the creek just downstream of the site. Photo by J. Gantzert.

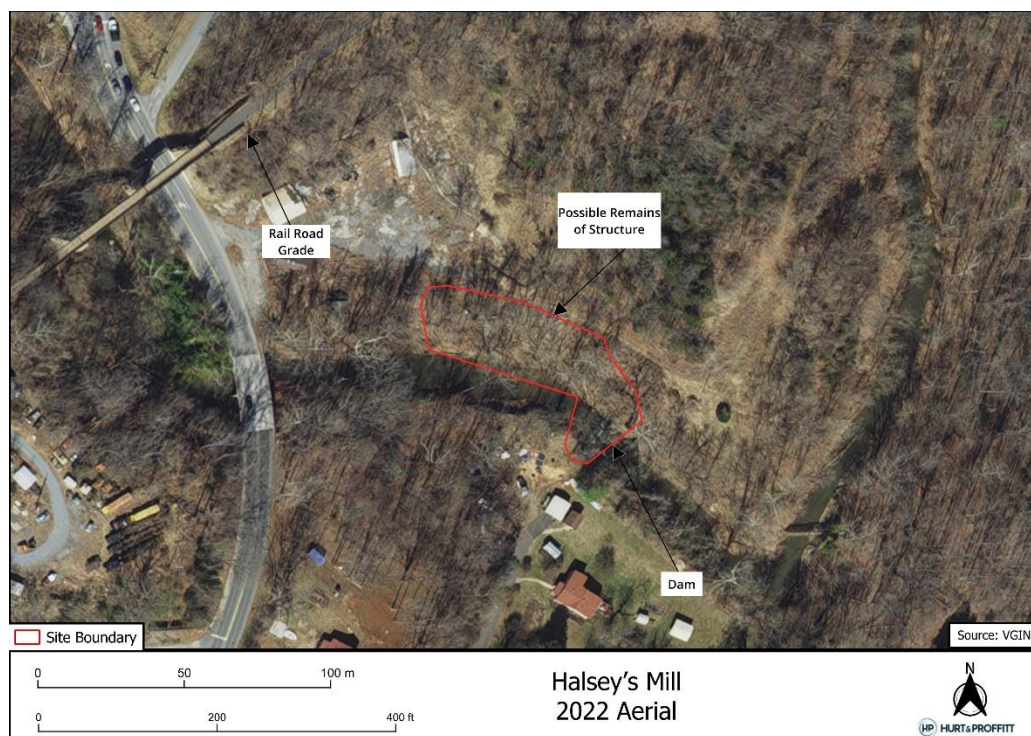


Figure 49. 2022 aerial photograph of the site (VGIN).

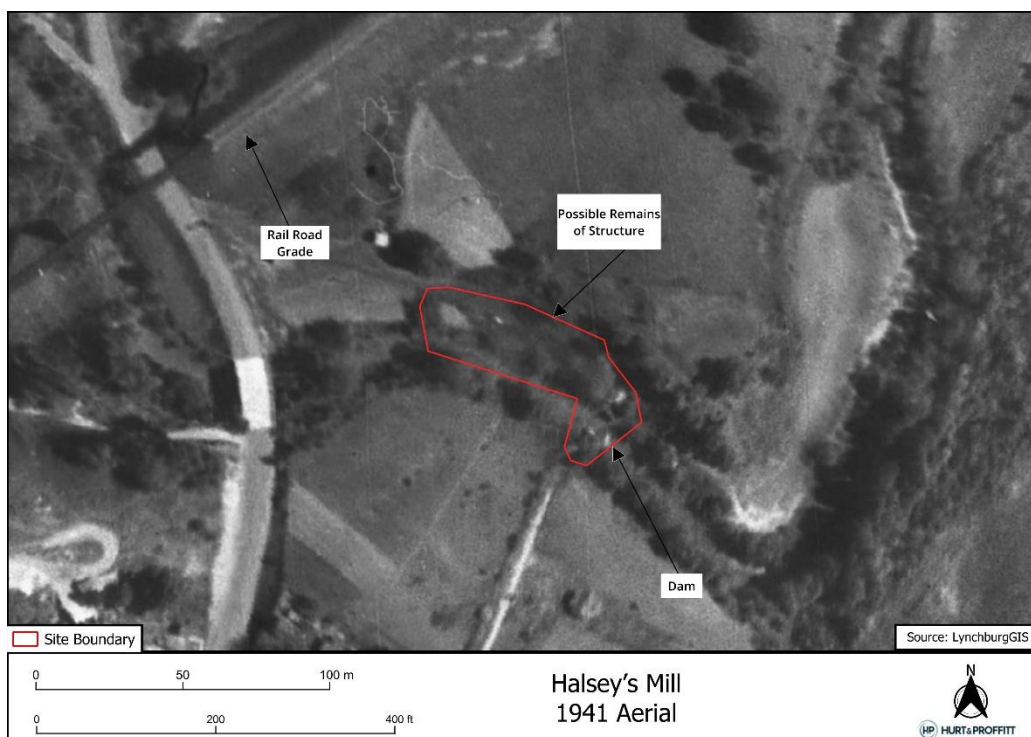


Figure 50. 1941 aerial photograph of the site (1941).

The site is in fair condition and threats to it include flooding and erosion caused by increased urban development surrounding the site on both sides of the creek. The right bank has been heavily disturbed by construction in the 20th century and the sewer line that crosses over the creek. Therefore, the site is recommended as not eligible for the National Register.

Jefferson Street Mill (44CP0327)

This site is the remnants of an unnamed mill located on the right bank of the James River at the confluence of an unnamed tributary. Large amounts of handmade bricks were observed in the field spilling down the bank of the river. Historic aerial photography shows a structure in this area northeast of the railroad tracks in addition to the mill being noted on the 1864 Gilmer map of the city. The Piedmont Mill complex was constructed nearby in 1875 and may have utilized some of the existing mill infrastructure (Figure 51 through Figure 56).

The site is in poor condition as the area was heavily developed in the 20th and 21st centuries. Additional threats to the site besides development include flooding, erosion and being covered over by silt. Given the poor condition of the site and the fact that it has been modified for the development of Percival's Island Natural Area, it is unlikely that further study would yield any additional information. Therefore, the site is recommended as not eligible for the National Register.



Figure 51. Handmade bricks observed in the field near the site on the right bank of the James River at the confluence of the unnamed tributary. Photo by J. Gantzert.



Figure 52. Machinery parts observed in the field that may have been related to the mill at the site. Photo by J. Gantzert.



Figure 53. Gilmer map of 1864 showing location of the mill (Library of Congress).

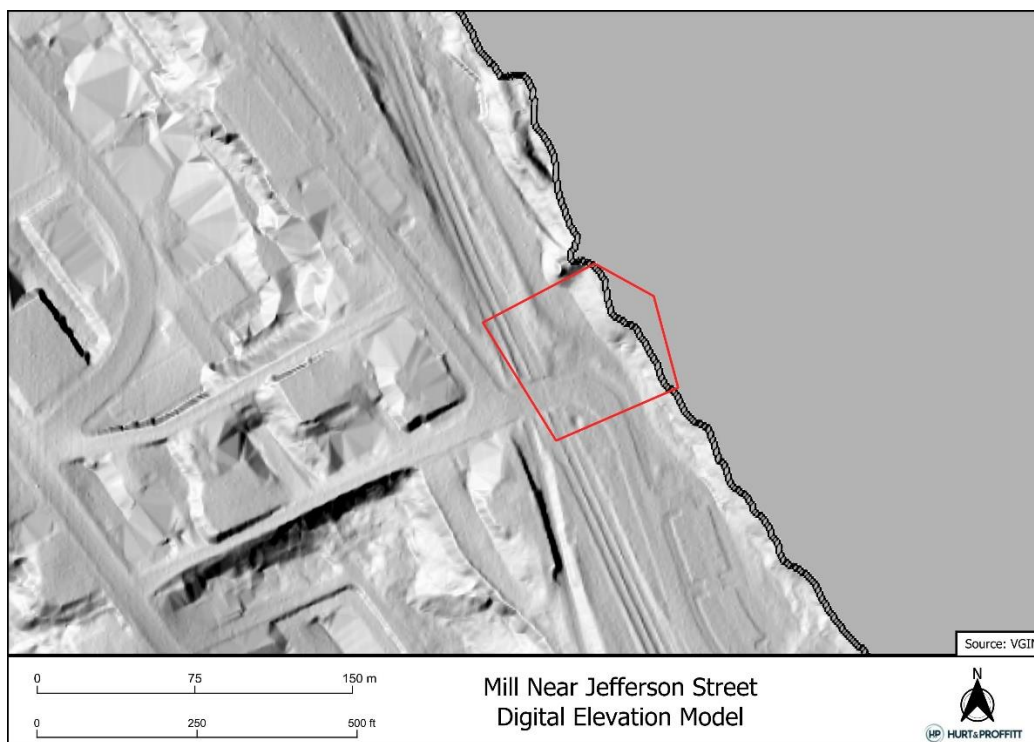


Figure 54. LiDAR map of the site (VGIN).



Figure 55. 2022 aerial photograph of the site (Lynchburg GIS).



Figure 56. 1941 aerial photograph of the site (Lynchburg GIS).

Terrell's Mill (44CP0328)

Terrell's Mill was constructed on Burton's Creek in the 1790s on a farm known as Rock Castle. A quote from *A History of Lynchburg's Pioneer Quakers and Their Meeting Houses* describes the mill location: "The old road to Terrell's Mill may have been there as early as 1790. It came to the [Quaker] church gates then turned right down the hill towards "Igloe" farm and on down the creek to the Mill." A newspaper article from 1845 announced the sale of Rock Castle and the mill by J. Wills (Figure 57). The mill was known as Rock Castle Mills at this time and the mill tract consisted of approximately 10 acres of meadow land. The dwelling house was made of stone and "though small, is quite a comfortable dwelling." Cornelius Crow and Jane G., his wife, resided in the dwelling house at this time and likely operated the mill.

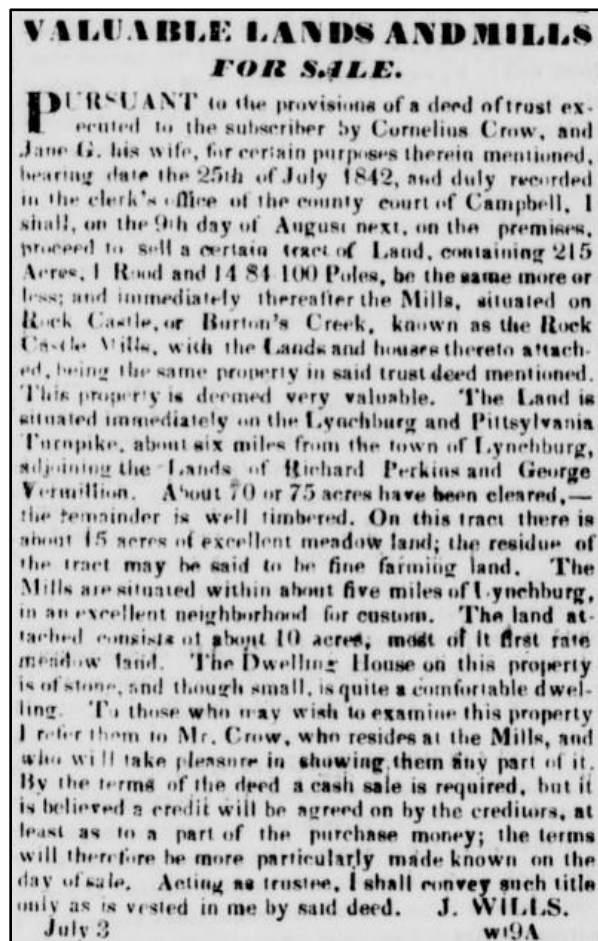


Figure 57. The sale of Terrell's Mill in Lynchburg Virginian, Volume 23, Number 81, 14 July 1845

This site consists of the remnants of a stone dam, mill race and the ruins of Terrell's Mill structure (Figure 58 through Figure 65). In addition, the foundation of the dwelling house related to the mill was observed a short distance from the ruins. Stone remnants from the dam are still present along with a large amount of cut stone that is potentially related to the dam or additional mill infrastructure. The dam connects to a stone abutment along the left bank. The stone abutment connects to a potential canal in that area that allowed water to flow into a millrace. The mill ruins were two and a half stories and made of stone held together by lime mortar. The remains of the structure that held the overshot water wheel were observed in the field, but no remains of the wheel itself or the turbines were located. The mill stone was located by archaeologists submerged in Blackwater Creek immediately adjacent to the ruins.



Figure 58. Steps leading up to the foundation of the dwelling house. Photo by J. Gantzert.



Figure 59. The remains of the mill, facing north. Photo by J. Gantzert.



Figure 60. The remains of the mill and millrace, facing north. Photo by J. Gantzert.



Figure 61. The remains of the mill and millrace, facing north. photo by J. Gantzert.



Figure 62. The remains of the mill and interior, facing south. Photo by J. Gantzert.



Figure 63. Stone dam on left bank of Blackwater Creek, facing west. Photo by J. Gantzert.



Figure 64. Stone dam on left bank of Blackwater Creek, facing south. Photo by J. Gantzert.



Figure 65. Millstone submerged in Blackwater Creek. Photo by J. Gantzert.

Historic aerial photographs of the mill complex show the mill in great detail and the location of the dwelling house (Figure 66 through Figure 68). When field checked by archaeologists, a large depression was found and contained some intact sections of stone foundation and stairs. A large depression circling the mill house appears on the LiDAR map that was field checked and was the historic roadway. Two other depressions appear on the LiDAR map that appear to be round and might represent ice houses or other structures related to domestic activities at the mill house.

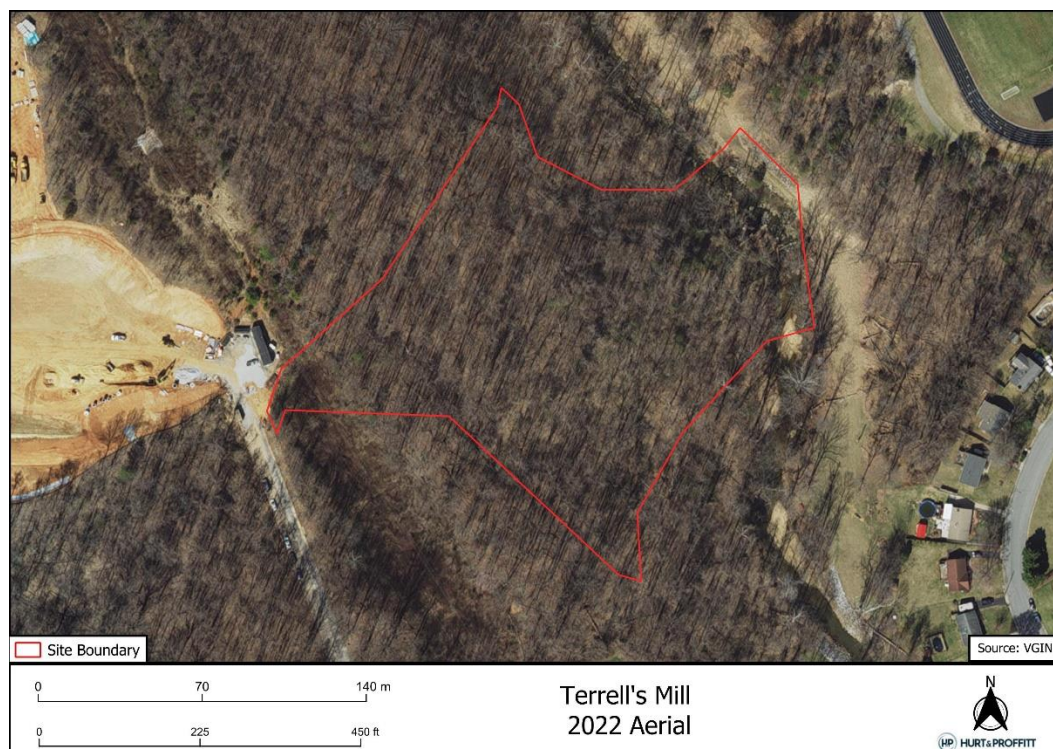


Figure 66. 2022 aerial photograph of the site (VGIN).

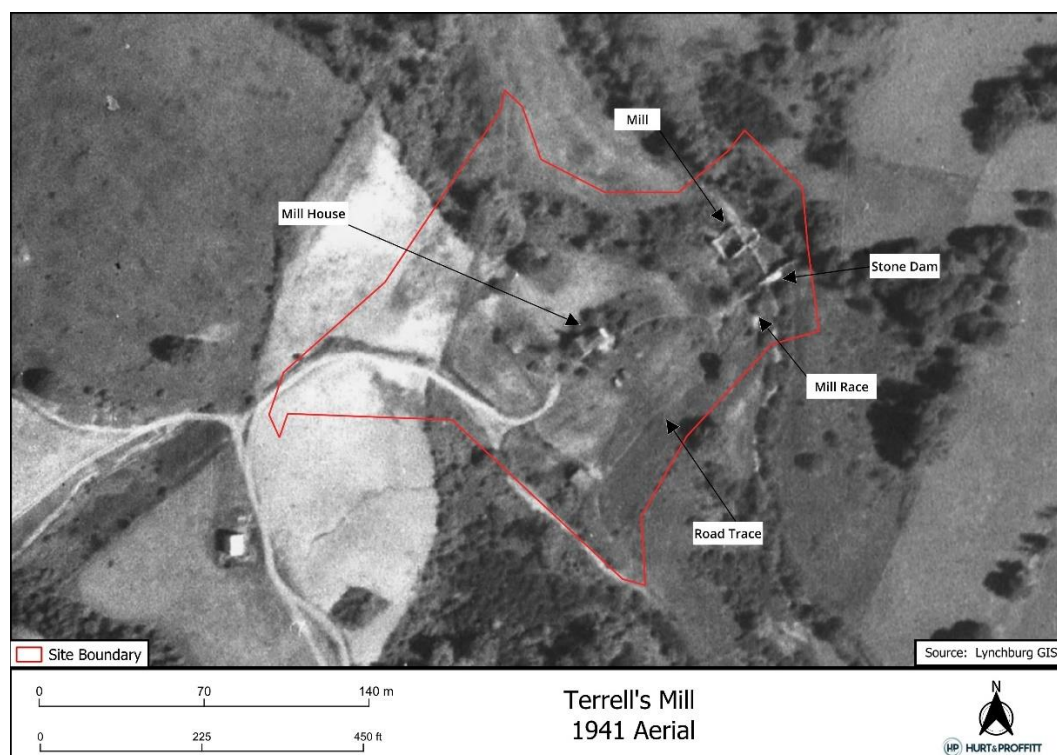


Figure 67. 1941 aerial photograph of the site (Lynchburg GIS).

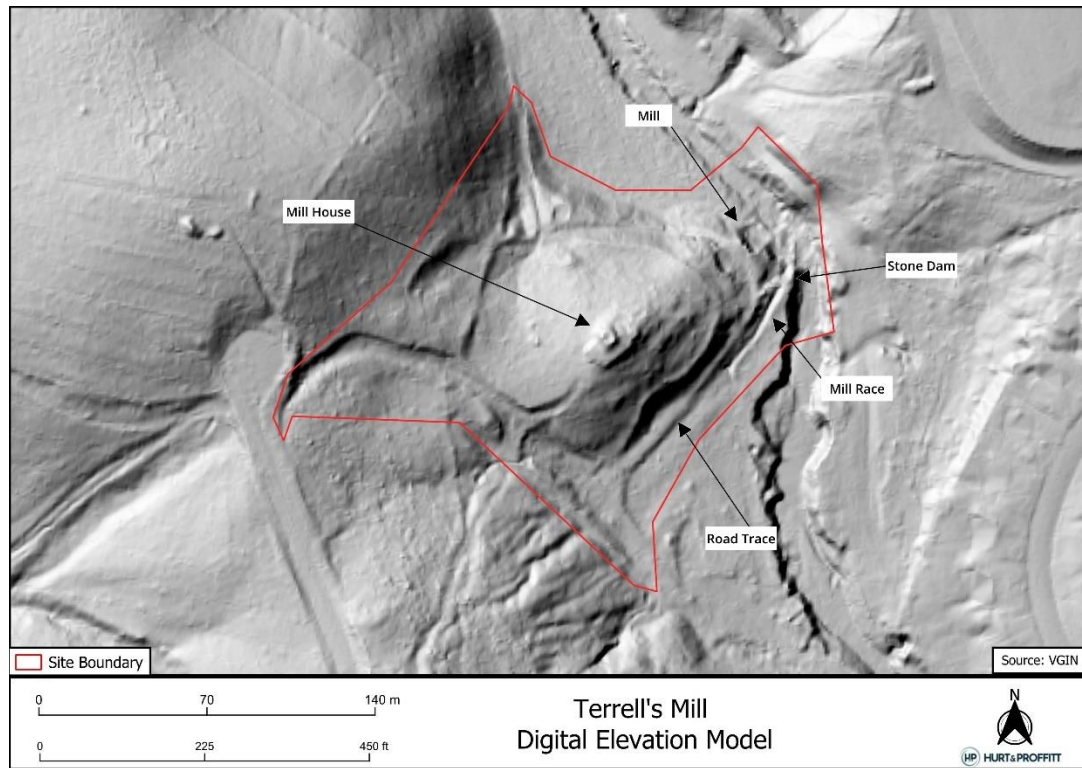


Figure 68. LiDAR map of the site (VGIN).

The site is in good condition and threats to it include flooding and erosion caused by increased urban development surrounding the site. Sewer pipes have been placed in the area and cross Burton's Creek at multiple points. In addition, the site is a known geocache spot and faces potential damage from vandalism. Large amounts of litter were observed but not photographed in the field, along with the remains of an informal encampment and multiple fishing lines. This site has the potential to yield important information about how Lynchburg utilized the creek systems in the city for commerce, along with mills and the people who operated them in this area during the 19th century. Therefore, it is recommended as potentially eligible for the National Register under Criteria A, C and D.

6. CONCLUSIONS AND RECOMMENDATIONS

The purpose of this project was to locate the seven unrecorded Lynchburg mills that were mapped by Gilmer in 1864. Despite only being able to find evidence of five, the information gained proves that there is a trove of untapped knowledge in the urban creek systems of Lynchburg. Previous studies of waterways in the region have focused on larger navigable river systems that connected larger towns and cities to ports, but this research demonstrates the importance of surveying smaller tributaries. Mill sites had entire ecosystems of laborers that worked to supply goods and support commerce at a hyperlocal level, making them vital for rural communities. Little research has been done on their role in daily life in the Lynchburg area, but this project has shown that there is information available that can help us better understand the lives of people who worked and lived at these mill sites.

Urban growth in Lynchburg used to be contained to the downtown area, but the city has expanded rapidly and is becoming a sprawling suburban center of activity in areas that were 10 years ago rural and undeveloped. This development has encroached on many archaeological sites and has erased at least two significant mill sites from the landscape already. Most of the previously recorded archaeological sites are centered around the downtown area, but this research has shown that sites with substantial preservation are present in the suburban neighborhoods, and they are at risk of being erased. City growth cannot be stopped, but there are countless sites that can be investigated and recorded before they are gone.

The condition of the five recorded sites ranged from good to fair. Threats to these sites include possible damage from flooding, erosion, siltation and human activity. Areas of erosion and siltation were noted in multiple areas along the waterways, along with human disruption. Assessing these sites' potential eligibility for listing in the National Register of Historic Places will ensure that they are fully recorded in case the worst happens and they are partially or fully compromised. Outreach work with local historical societies and groups interested in the history of the greater Lynchburg area would also be beneficial. These groups can help with monitoring site conditions and possible threats. They can also help with collecting oral histories related to the mills which will aid in further understanding the sites recorded. Lastly, public outreach is important. Sharing the results of this survey with the public will increase awareness of these archaeological resources and their importance to understanding the region's past.

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2020b State Plan and Research Design Late Archaic (2500 BC–1100 BC). In *The Archaeology of Virginia's First People*. Edited by Elizabeth A. Moore and Bernard K. Means. The Archeological Society of Virginia, Richmond.

2020c State Plan and Research Design Early Woodland (1100 BC – 500 BC). In *The Archaeology of Virginia's First People*. Edited by Elizabeth A. Moore and Bernard K. Means. The Archeological Society of Virginia, Richmond.

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Continuity*. Edited by C. Cleland. Elsevier Science & Technology Books,
Orlando, Florida

INVESTIGATOR QUALIFICATIONS

Curriculum Vita

Jessica Gantzert, RPA

1117 Highland Drive
Lynchburg, VA 24502

Phone (727) 421-6602

Education

The University of South Florida, Tampa, FL.

Successfully completed PhD. coursework, 2021. ABD.

The University of South Florida, Tampa, FL

M.A.: Anthropology with specialization in cultural resource management,
May 2020.

Sweet Briar College, Sweet Briar, VA

B.A.: Double major in Archaeology and Classics, May 2016.

Experience

May 2020-Present	Principal Investigator and Director of the Archaeological Materials Laboratory, Hurt & Proffitt, Inc., Lynchburg, VA
May 2020-Present	Conservator, Hurt & Proffitt, Inc., Lynchburg, VA
January 2020	Field Technician, Reflections of Manatee, Sarasota, FL
2016-2018	Land Use Manager, Md7, San Diego, CA
2014-2016	Field Technician, Hurt & Proffitt, Inc. Lynchburg, VA
2012-2016	Laboratory Technician, Hurt & Proffitt, Inc. Lynchburg, VA

Papers Presented

What Happens After Dishes Break?: A Study on Trash Dispersal Patterns at Sandusky House in Lynchburg, Virginia. Paper presented at the Society for Historical Archaeology, January 2022 Philadelphia, PA.

Crime and Punishment in Early Virginia. Paper presented at the Colloquium for Graduate Research, March 2020 Tampa, Florida.

Crime and Criminality in Colonial Virginia: A Case Study of Cabellsville. Paper presented at the Society for Historical Archaeology, January 2016 Washington, DC.

Crime and Criminality in Colonial Virginia: A Case Study of Cabellsville. Paper presented at the Mid Atlantic Regional Conference for Undergraduate Research, Fall 2015 Amherst, Virginia.

Vox Populi: Latin Epigraphy at Ephesus. Paper presented at the Southern Anthropological Society, March 2014 Cherokee, North Carolina.

Vox Populi: Latin Epigraphy at Ephesus. Poster presented at the Archaeological Institute of America Research, January 2014 Chicago, Illinois.

Vox Populi: Latin Epigraphy at Ephesus. Poster presented at the Mid Atlantic Regional Conference for Undergraduate Research, Fall 2013 Amherst, Virginia.

Professional Memberships

Register of Professional Archaeologists, 2020-Present

Virginia Archaeology Charitable Trust (VACT), 2023-Present

Social Media Chair

Council of Virginia Archaeologists (COVA), 2020-Present

Ethics Committee

Archeological Society of Virginia (ASV), 2016-Present

Curriculum Vita

Eric Wayne Taylor

120 Gatlin St.
Lynchburg, VA 24504

Phone (434) 941-5964

Education

University of Lynchburg, Lynchburg, VA

B.S.: Environmental Science, Minors: Environmental Studies and Biology,
May 2019.

Magna Cum Laude

Experience

May 2020-Present Archaeology Crew Chief, Hurt & Proffitt, Inc., Lynchburg.

2019-2022 Field Technician, Thomas Jefferson's Poplar Forest, Inc.
Lynchburg

2019-2020 Field Technician, Hurt & Proffitt, Inc., Lynchburg.

2019 Laboratory Technician, Hurt & Proffitt, Inc. Lynchburg

2018-2019 Archaeology Lab Assistant, Historic Sandusky, Lynchburg

Honors & Awards

A. Boyd Claytor III Award- Outstanding Environmental Science Graduate, 2019
University of Lynchburg

Professional Memberships

Virginia Archaeology Charitable Trust (VACT), 2023-Present

Archeological Society of Virginia (ASV), 2024-Present
Upper James River Chapter

Snapshot

Date Generated: April 30, 2024

Site Name: Graves Mill
Site Classification: Terrestrial, open air
Year(s): 1750 - 1774
Site Type(s): Mill
Other DHR ID: No Data
Temporary Designation: No Data

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad: LYNCHBURG
County/Independent City: Lynchburg (Ind. City)
Physiographic Province: No Data
Elevation: No Data
Aspect: No Data
Drainage: No Data
Slope: No Data
Acreage: No Data
Landform: Other
Ownership Status: No Data
Government Entity Name: No Data

Site Components

Component 1

Category: Industry/Processing/Extraction
Site Type: Mill
Cultural Affiliation: Indeterminate
Cultural Affiliation Details: No Data
DHR Time Period: Colony to Nation, Contact Period
Start Year: 1750
End Year: 1774
Comments: Wooden gears and shafts in milling machinery still operating; pinned construction; two overshot water wheels; 14"x22"x50' joist in cellar. Ground meal for families of Revolutionary soldiers while men were away.

Bibliographic Information

Bibliography:

No Data

Informant Data:

No Data

CRM Events

Event Type: Other

Project Staff/Notes:

from VHLC files, no. 15-6

Project Review File Number:

No Data

Sponsoring Organization:

No Data

Organization/Company:

Unknown (DSS)

Investigator:

VDHR-Keith Egloff

Survey Date:

7/7/1977

Survey Description:

No Data

Threats to Resource:

No Data

Site Conditions:

Unknown Portion of Site Destroyed

Survey Strategies:

Observation

Specimens Collected:

No

Specimens Observed, Not Collected:

No

Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository:

No Data

Permanent Curation Repository:

No Data

Field Notes:

No

Field Notes Repository:

No Data

Photographic Media:

No Data

Survey Reports:

No

Survey Report Information:

old accounts retained here

Survey Report Repository:

Bedford County Courthouse

DHR Library Reference Number:

No Data

Significance Statement:

No Data

Surveyor's Eligibility Recommendations:

No Data

Surveyor's NR Criteria Recommendations, :

No Data

Surveyor's NR Criteria Considerations:

No Data

Event Type: Survey:Phase I/Reconnaissance

Project Staff/Notes:

No Data

Project Review File Number:

No Data

Sponsoring Organization:

No Data

Organization/Company:

Unknown (DSS)

Investigator:

Williams, Edward K.

Survey Date:

6/28/1958

Survey Description:

No Data

Threats to Resource:

No Data

Site Conditions:

No Data

Survey Strategies:

No Data

Specimens Collected:	No Data
Specimens Observed, Not Collected:	No Data
Artifacts Summary and Diagnostics:	
No Data	
Summary of Specimens Observed, Not Collected:	
No Data	
Current Curation Repository:	No Data
Permanent Curation Repository:	No Data
Field Notes:	No Data
Field Notes Repository:	No Data
Photographic Media:	No Data
Survey Reports:	No Data
Survey Report Information:	
No Data	
Survey Report Repository:	No Data
DHR Library Reference Number:	No Data
Significance Statement:	No Data
Surveyor's Eligibility Recommendations:	No Data
Surveyor's NR Criteria Recommendations, :	No Data
Surveyor's NR Criteria Considerations:	No Data

Property Information

Property Names

Name Explanation	Name
Historic	Rosedale Mill
Historic	Tomahawk Mill
Historic/Current	Graves Mill

Property Evaluation Status

Not Evaluated

Property Addresses

Current - Old Graves Mill Road Route 126

County/Independent City(s):	Lynchburg (Ind. City)
Incorporated Town(s):	No Data
Zip Code(s):	24502
Magisterial District(s):	No Data
Tax Parcel(s):	No Data
USGS Quad(s):	CITY FARM, LYNCHBURG

Additional Property Information

Architecture Setting: Rural

Acreage: No Data

Site Description:

No Data

Surveyor Assessment:

ground meal for the families of Revolutionary soldiers while the men were away

Surveyor Recommendation: No Data

Ownership

Ownership Category	Ownership Entity
Private	No Data

Primary Resource Information

Resource Category: Industry/Processing/Extraction

Resource Type: Mill

NR Resource Type: Building

Historic District Status: No Data

Date of Construction: Ca 1770

Date Source: No Data

Historic Time Period: Colony to Nation (1751 - 1789)

Historic Context(s): Industry/Processing/Extraction

Other ID Number: No Data

Architectural Style: Federal/Adamesque

Form: No Data

Number of Stories: 3.5

Condition: Rebuilt

Threats to Resource: None Known

Cultural Affiliations: No Data

Cultural Affiliation Details:

No Data

Architectural Description:

Architecture Summary: wooden gears and shafts in milling machinery still operating; pinned construction; two overshot water wheels

Exterior Components

Component	Component Type	Material	Material Treatment
Roof	Gambrel	<i>No Data</i>	Shingle
Structural System and Exterior Treatment	Frame	Wood	Weatherboard
Windows	Sash, Double-Hung	Wood	6/6

Secondary Resource Information

Secondary Resource #1

Resource Category: Domestic
Resource Type: Garage
Date of Construction: Ca
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Industry/Processing/Extraction
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data

Architectural Description:

Architecture Summary: frame structure with gable roof, 1 double leaf batten door, 2 garage door openings

Number of Stories: 1

Secondary Resource #2

Resource Category: Domestic
Resource Type: Single Dwelling
Date of Construction: Ca
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Industry/Processing/Extraction
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data

Architectural Description:

Architecture Summary: "cottage" -- frame structure with gable roof of standing seam metal, 1-story 3-bay wooden square posts porch, single leaf door, 2 exterior end rubble stone chimneys, 4-light windows flanking chimney in gable end

Number of Stories: 1

Secondary Resource #3

Resource Category: Domestic
Resource Type: Single Dwelling
Date of Construction: Ca
Date Source: *No Data*
Historic Time Period: *No Data*

Historic Context(s): Industry/Processing/Extraction

Architectural Style: No Data

Form: No Data

Condition: No Data

Threats to Resource: No Data

Cultural Affiliations: No Data

Cultural Affiliation Details:

No Data

Architectural Description:

Architecture Summary: "cottage" -- frame structure with gable roof of standing seam metal, 1-story 3-bay wooden square posts porch, single leaf door, 2 exterior end rubble stone chimneys, 4-light windows flanking chimney in gable end

Number of Stories: 1

Secondary Resource #4

Resource Category: Domestic

Resource Type: Garage

Date of Construction: Ca

Date Source: No Data

Historic Time Period: No Data

Historic Context(s): Industry/Processing/Extraction

Architectural Style: No Data

Form: No Data

Condition: No Data

Threats to Resource: No Data

Cultural Affiliations: No Data

Cultural Affiliation Details:

No Data

Architectural Description:

Architecture Summary: frame structure with gable roof, 1 double leaf batten door, 2 garage door openings

Number of Stories: 1

Secondary Resource #5

Resource Category: Domestic

Resource Type: Single Dwelling

Date of Construction: Ca

Date Source: No Data

Historic Time Period: No Data

Historic Context(s): Industry/Processing/Extraction

Architectural Style: No Data

Form: No Data

Condition: No Data

Threats to Resource: No Data

Cultural Affiliations: No Data

Cultural Affiliation Details:

No Data

Architectural Description:

Architecture Summary: brick structure of Flemish bond, gable roof of standing seam metal, 1-story, 3-bay porch with square columns, 6/6 sash windows, single-leaf door with transom, 2 interior end brick chimneys

Number of Stories: 2

Secondary Resource #6

Resource Category: Domestic

Resource Type: Single Dwelling

Date of Construction: Ca
Date Source: No Data
Historic Time Period: No Data
Historic Context(s): Industry/Processing/Extraction
Architectural Style: No Data
Form: No Data
Condition: No Data
Threats to Resource: No Data
Cultural Affiliations: No Data
Cultural Affiliation Details:

No Data

Architectural Description:

Architecture Summary: brick structure of Flemish bond, gable roof of standing seam metal, 1-story, 3-bay porch with square columns, 6/6 sash windows, single-leaf door with transom, 2 interior end brick chimneys

Number of Stories: 2

Secondary Resource #7

Resource Category: DSS Legacy
Resource Type: Shed
Date of Construction: Ca
Date Source: No Data
Historic Time Period: No Data
Historic Context(s): Industry/Processing/Extraction
Architectural Style: No Data
Form: No Data
Condition: No Data
Threats to Resource: No Data
Cultural Affiliations: No Data
Cultural Affiliation Details:

No Data

Architectural Description:

Architecture Summary: log structure with shingled gable roof

Number of Stories: 1

Secondary Resource #8

Resource Category: DSS Legacy
Resource Type: Shed
Date of Construction: Ca
Date Source: No Data
Historic Time Period: No Data
Historic Context(s): Industry/Processing/Extraction
Architectural Style: No Data
Form: No Data
Condition: No Data
Threats to Resource: No Data
Cultural Affiliations: No Data
Cultural Affiliation Details:

No Data

Architectural Description:

Architecture Summary: log structure with shingled gable roof

Number of Stories: 1

Secondary Resource #9

Resource Category: Domestic
Resource Type: Single Dwelling
Date of Construction: Ca
Date Source: No Data
Historic Time Period: No Data
Historic Context(s): Industry/Processing/Extraction
Architectural Style: No Data
Form: No Data
Condition: No Data
Threats to Resource: No Data
Cultural Affiliations: No Data
Cultural Affiliation Details:
No Data

Architectural Description:

Architecture Summary: "cottage" -- frame structure with gable roof of standing seam metal, 1-story 3-bay wooden square posts porch, single leaf door, 2 exterior end rubble stone chimneys, 4-light windows flanking chimney in gable end

Number of Stories: 1

Secondary Resource #10

Resource Category: DSS Legacy
Resource Type: Shed
Date of Construction: Ca
Date Source: No Data
Historic Time Period: No Data
Historic Context(s): Industry/Processing/Extraction
Architectural Style: No Data
Form: No Data
Condition: No Data
Threats to Resource: No Data
Cultural Affiliations: No Data
Cultural Affiliation Details:
No Data

Architectural Description:

Architecture Summary: log structure with shingled gable roof

Number of Stories: 1

Secondary Resource #11

Resource Category: Domestic
Resource Type: Garage
Date of Construction: Ca
Date Source: No Data
Historic Time Period: No Data
Historic Context(s): Industry/Processing/Extraction
Architectural Style: No Data
Form: No Data
Condition: No Data
Threats to Resource: No Data
Cultural Affiliations: No Data
Cultural Affiliation Details:
No Data

Architectural Description:

Architecture Summary: frame structure with gable roof, 1 double leaf batten door, 2 garage door openings

Number of Stories: 1

Secondary Resource #12

Resource Category: Domestic
Resource Type: Single Dwelling
Date of Construction: Ca
Date Source: No Data
Historic Time Period: No Data
Historic Context(s): Industry/Processing/Extraction
Architectural Style: No Data
Form: No Data
Condition: No Data
Threats to Resource: No Data
Cultural Affiliations: No Data
Cultural Affiliation Details:
No Data

Architectural Description:

Architecture Summary: brick structure of Flemish bond, gable roof of standing seam metal, 1-story, 3-bay porch with square columns, 6/6 sash windows, single-leaf door with transom, 2 interior end brick chimneys

Number of Stories: 2

Historic District Information

Historic District Name: No Data
Local Historic District Name: No Data
Historic District Significance: No Data

CRM Events

Event Type: Survey:HAER Inventory

Project Review File Number: No Data
Investigator: Jensen, Lisa K.
Organization/Company: National Park Service
Photographic Media: Film
Survey Date: 1/1/1977
Dhr Library Report Number: No Data
Project Staff/Notes:
No Data

Event Type: Destroyed

Project Review File Number: No Data
Investigator: No Data
Organization/Company: Unknown (DSS)
Photographic Media: No Data
Survey Date: 1/1/1967
Dhr Library Report Number: No Data
Project Staff/Notes:
burned

Event Type: Survey:HABS Inventory

Project Review File Number: No Data
Investigator: Williams, Ed

Organization/Company: Unknown (DSS)

Photographic Media: *No Data*

Survey Date: 6/28/1958

Dhr Library Report Number: *No Data*

Project Staff/Notes:

No Data

Bibliographic Information

Bibliography:

No Data

Property Notes:

No Data

Snapshot

Date Generated: April 30, 2024

Site Name: Hollins Mill
Site Classification: Terrestrial, open air
Year(s): No Data
Site Type(s): Mill
Other DHR ID: No Data
Temporary Designation: Hollins Mill

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad: LYNCHBURG
County/Independent City: Lynchburg (Ind. City)
Physiographic Province: Piedmont
Elevation: No Data
Aspect: No Data
Drainage: James
Slope: 0 - 2
Acreage: 1.870
Landform: Floodplain
Ownership Status: Local Govt
Government Entity Name: No Data

Site Components

Component 1

Category: Industry/Processing/Extraction
Site Type: Mill
Cultural Affiliation: Euro-American
Cultural Affiliation Details: No Data
DHR Time Period: Antebellum Period, Civil War, Reconstruction and Growth
Start Year: No Data
End Year: No Data
Comments: No Data

Bibliographic Information

Bibliography:

City of Lynchburg. The Virginia Chronicle (Library of Congress).

Informant Data:

No Data

CRM Events

Event Type: Other

Project Staff/Notes:
Jessica Gantzert and Eric Taylor completed the survey for a Threatened Sites Grant in Spring 2024

Project Review File Number: No Data

Sponsoring Organization: No Data

Organization/Company: Hurt & Proffitt

Investigator: Jess Gantzert

Survey Date: 4/16/2024

Survey Description:
Map projected and located via walkover survey from public right of way along Blackwater Creek

Current Land Use	Date of Use	Comments
Park	4/16/2024 12:00:00 AM	No Data

Threats to Resource: Development, Erosion, Other, Vandalism

Site Conditions: Surface Features

Survey Strategies: Historic Map Projection, Observation

Specimens Collected: No

Specimens Observed, Not Collected: Yes

Artifacts Summary and Diagnostics:
No Data

Summary of Specimens Observed, Not Collected:
One sherd of Japanese porcelain printed with Phoenix Bird pattern (c.1914). Handmade bricks

Current Curation Repository: No Data

Permanent Curation Repository: No Data

Field Notes: No

Field Notes Repository: No Data

Photographic Media: Digital

Survey Reports: Yes

Survey Report Information:
Gantzert, Jessica. Mills of Lynchburg. 2024.

Survey Report Repository: DHR

DHR Library Reference Number: No Data

Significance Statement:

This site consists of the remnants of a stone dam, remains of a wooden crib dam and the foundation of Hollins' Mill. In addition, the possible location of a dwelling house related to the mill was observed. The location is currently incorporated into Hollins Mill Park.

The stone dam extends across the Blackwater Creek and makes a short waterfall. The remains of the wooden sluice abut the stone dam on the right bank of the Blackwater Creek where the waterfall creates a basin before the creek continues to flow north towards the James River. A culvert creates a walking bridge just downstream of the basin. Large amounts of cut stone and handmade brick are strewn throughout the park.

The mill building was two and a half stories and wood sided with an overshot waterwheel in historical photographs. The mill foundation observed in the field was made of both stone and brick mortared together. The remains of the potential dwelling observed in the field consisted of stone walls and brick flooring for at least two distinct rooms. The remains are eroding out of the ground where the parking lot meets Hollins Mill Road.

Historic and aerial photographs of the mill complex show the mill in great detail and the location of the potential dwelling house. In 1900, the site became the location of the Taylor Wagon Works and the mill structure is recorded to have burned in 1912, so the mill is not visible in the aerial photographs.

The site is in good condition and threats to it include flooding, erosion caused by urban development surrounding the site, and being silted over. In addition, the site is a popular public park and faces potential damage from vandalism. This site has the potential to yield important information about how Lynchburg utilized the creek systems in the city for commerce, along with mills and the people who operated them in this area during the 19th century. Therefore, it is recommended as potentially eligible for the National Register.

Archaeological site data is protected under the Archaeological Resource Protection Act (ARPA 1979).

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Surveyor's Eligibility Recommendations:	Recommended Potentially Eligible
Surveyor's NR Criteria Recommendations, :	A, C, D
Surveyor's NR Criteria Considerations:	No Data

Snapshot

Date Generated: April 30, 2024

Site Name: Oiler's Mill
Site Classification: Terrestrial, open air
Year(s): No Data
Site Type(s): Mill
Other DHR ID: No Data
Temporary Designation: Oiler's Mill

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad: LYNCHBURG
County/Independent City: Lynchburg (Ind. City)
Physiographic Province: Piedmont
Elevation: No Data
Aspect: Facing East
Drainage: James
Slope: 0 - 2
Acreage: 0.210
Landform: Floodplain
Ownership Status: Local Govt
Government Entity Name: No Data

Site Components

Component 1

Category: Industry/Processing/Extraction
Site Type: Mill
Cultural Affiliation: Euro-American
Cultural Affiliation Details: No Data
DHR Time Period: Antebellum Period, Civil War, Reconstruction and Growth
Start Year: No Data
End Year: No Data
Comments: No Data

Bibliographic Information

Bibliography:

The Virginia Chronicle (Library of Congress). Gilmer map of 1864.

Informant Data:

No Data

CRM Events

Event Type: Other

Project Staff/Notes:

Jessica Gantzert and Eric Taylor completed the survey for a Threatened Sites Grant in Spring 2024

Project Review File Number:

No Data

Sponsoring Organization:

No Data

Organization/Company:

Hurt & Proffitt

Investigator:

Jess Gantzert

Survey Date:

4/16/2024

Survey Description:

Map projected and located via walkover survey from public right of way along Blackwater Creek

Current Land Use

Other

Date of Use

4/16/2024 12:00:00 AM

Comments

Walking trail

Threats to Resource:

Development, Erosion, Neglect, Structural Failure

Site Conditions:

Surface Features

Survey Strategies:

Historic Map Projection, Observation

Specimens Collected:

No

Specimens Observed, Not Collected:

No

Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository:

No Data

Permanent Curation Repository:

No Data

Field Notes:

No

Field Notes Repository:

No Data

Photographic Media:

Digital

Survey Reports:

Yes

Survey Report Information:

Gantzert, Jessica. Mills of Lynchburg. 2024

Survey Report Repository:

DHR

DHR Library Reference Number:

No Data

Significance Statement:

This site is the remains of one wall of Oiler's Mill on the left bank of the Blackwater Creek along the Blackwater Creek Trail. All that remains of the mill is a dry-laid stone wall that is visible and is covered in vegetation and trees. No evidence of the dam or other mill structures was found. The LiDAR map showed a built up area to the south of the visible wall that is potentially additional sections of wall related to the mill. It was field checked but nothing was visible from the surface.

The site is in fair condition and threats to it include flooding, erosion and vandalism as it is located on the Blackwater Creek Trail. In addition, roots from trees and plants growing in and around it that could cause damage to the stone walls. This site has the potential to yield important information about how Lynchburg utilized the creek systems in the city for commerce, along with mills and the people who operated them in this area during the 19th century. Therefore, it is recommended as potentially eligible for the National Register.

Surveyor's Eligibility Recommendations:

Recommended Potentially Eligible

Surveyor's NR Criteria Recommendations, :

A, C, D

Surveyor's NR Criteria Considerations:

No Data

Snapshot

Date Generated: April 30, 2024

Site Name: Halsey's Mill
Site Classification: Terrestrial, open air
Year(s): No Data
Site Type(s): Mill
Other DHR ID: No Data
Temporary Designation: Halsey's Mill

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad: LYNCHBURG
County/Independent City: Lynchburg (Ind. City)
Physiographic Province: Piedmont
Elevation: No Data
Aspect: No Data
Drainage: James
Slope: 2 - 6
Acreage: 0.490
Landform: Floodplain
Ownership Status: Local Govt
Government Entity Name: No Data

Site Components

Component 1

Category: Industry/Processing/Extraction
Site Type: Mill
Cultural Affiliation: Euro-American
Cultural Affiliation Details: No Data
DHR Time Period: Antebellum Period, Civil War, Reconstruction and Growth
Start Year: No Data
End Year: No Data
Comments: No Data

Bibliographic Information

Bibliography:
The Virginia Chronicle (Library of Congress). Gilmer map of 1864.
Informant Data:
No Data

CRM Events

Event Type: Other

Project Staff/Notes:

Jessica Gantzert and Eric Taylor completed the survey for a Threatened Sites Grant in Spring 2024

Project Review File Number:

No Data

Sponsoring Organization:

No Data

Organization/Company:

Hurt & Proffitt

Investigator:

Jess Gantzert

Survey Date:

4/16/2024

Survey Description:

Map projected and located via walkover survey from public right of way along Ivy Creek

Current Land Use

Other

Date of Use

4/16/2024 12:00:00 AM

Comments

Walking trail

Threats to Resource:

Development, Neglect, Public Utility Expansion

Site Conditions:

Surface Features

Survey Strategies:

Historic Map Projection, Observation

Specimens Collected:

No

Specimens Observed, Not Collected:

No

Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository:

No Data

Permanent Curation Repository:

No Data

Field Notes:

No

Field Notes Repository:

No Data

Photographic Media:

Digital

Survey Reports:

Yes

Survey Report Information:

Gantzert, Jessica. Mills of Lynchburg. 2024

Survey Report Repository:

DHR

DHR Library Reference Number:

No Data

Significance Statement:

This site consists of the remnants of a stone dam and a supporting wall for Halsey's Mill. Large amounts of stone with wooden beams encased were observed in the field on the left bank of Ivy Creek along the Creekside Trail. These are potentially the remains of a crib dam associated with the mill. The remains of a mill turbine was also observed on the left bank.

The stone dam is submerged in the creek and abuts a stone wall along the right bank that is covered in vines and trees. This is potentially a canal lock or a supporting wall for the mill itself. A modern sewer pipe crosses the creek just downstream of the dam.

The site is in fair condition and threats to it include flooding and erosion caused by increased urban development surrounding the site on both sides of the creek. The right bank has been heavily disturbed by construction for a parking lot in the 20th century and the sewer line that crosses over the creek. Therefore, it is recommended as not eligible for the National Register.

Surveyor's Eligibility Recommendations:

Recommended Not Eligible

Surveyor's NR Criteria Recommendations, :

No Data

Surveyor's NR Criteria Considerations:

No Data

Archaeological site data is protected under the Archaeological Resource Protection Act (ARPA 1979).

Page: 2 of 2

Snapshot

Date Generated: April 30, 2024

Site Name: Jefferson Street Mill
Site Classification: Terrestrial, open air
Year(s): No Data
Site Type(s): Mill
Other DHR ID: No Data
Temporary Designation: Jefferson Street Mill

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad: LYNCHBURG
County/Independent City: Amherst (County), Lynchburg (Ind. City)
Physiographic Province: Piedmont
Elevation: No Data
Aspect: No Data
Drainage: James
Slope: 2 - 6
Acreage: 1.160
Landform: Floodplain
Ownership Status: Local Govt
Government Entity Name: No Data

Site Components

Component 1

Category: Industry/Processing/Extraction
Site Type: Mill
Cultural Affiliation: Euro-American
Cultural Affiliation Details: No Data
DHR Time Period: Antebellum Period, Civil War, Reconstruction and Growth
Start Year: No Data
End Year: No Data
Comments: No Data

Bibliographic Information

Bibliography:
The Virginia Chronicle (Library of Congress). Gilmer map of 1864.
Informant Data:
No Data

CRM Events

Event Type: Other

Project Staff/Notes:

Jessica Gantzert and Eric Taylor completed the survey for a Threatened Sites Grant in Spring 2024

Project Review File Number:

No Data

Sponsoring Organization:

No Data

Organization/Company:

Hurt & Proffitt

Investigator:

Jess Gantzert

Survey Date:

4/16/2024

Survey Description:

Map projected and located via walkover survey from public right of way along the James River

Current Land Use

Other

Date of Use

4/16/2024 12:00:00 AM

Comments

Walking trail and park

Threats to Resource:

Development, Erosion, Other

Site Conditions:

Unknown Portion of Site Destroyed

Survey Strategies:

Historic Map Projection, Observation

Specimens Collected:

No

Specimens Observed, Not Collected:

Yes

Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

Large amounts of handmade bricks and machinery parts were observed spilling down the bank of the James River

Current Curation Repository:

No Data

Permanent Curation Repository:

No Data

Field Notes:

No

Field Notes Repository:

No Data

Photographic Media:

Digital

Survey Reports:

Yes

Survey Report Information:

Gantzert, Jessica. Mills of Lynchburg. 2024.

Survey Report Repository:

DHR

DHR Library Reference Number:

No Data

Significance Statement:

This site is the remnants of an unnamed mill located on the right bank of the James River at the confluence of an unnamed tributary. Large amounts of handmade bricks were observed in the field spilling down the bank of the river. Historic aerial photography shows a structure in this area northeast of the railroad tracks in addition to the mill being noted on the 1864 Gilmer map of the city. The Piedmont Mill complex was constructed nearby in 1875 and may have utilized some of the existing mill infrastructure.

The site is in poor condition as the area has been heavily developed in the 20th and 21st centuries. Additional threats to the site besides development include flooding, erosion and being covered over by silt.

Given the poor condition of the site and the fact that it has been modified for development of Percival's Island Natural Area, it is unlikely that further study would yield any additional information. Therefore, the site is being recommended as not eligible for the National Register.

Surveyor's Eligibility Recommendations:

Recommended Not Eligible

Surveyor's NR Criteria Recommendations, :

No Data

Surveyor's NR Criteria Considerations:

No Data

Snapshot

Date Generated: April 30, 2024

Site Name: Terrell's Mill
Site Classification: Terrestrial, open air
Year(s): No Data
Site Type(s): Mill
Other DHR ID: No Data
Temporary Designation: Terrell's Mill

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad: LYNCHBURG
County/Independent City: Lynchburg (Ind. City)
Physiographic Province: Piedmont
Elevation: No Data
Aspect: Facing East
Drainage: James
Slope: 6 - 10
Acreage: 5.670
Landform: Floodplain
Ownership Status: Local Govt
Government Entity Name: No Data

Site Components

Component 1

Category: Industry/Processing/Extraction
Site Type: Mill
Cultural Affiliation: Euro-American
Cultural Affiliation Details: No Data
DHR Time Period: Antebellum Period, Civil War, Early National Period, Reconstruction and Growth
Start Year: No Data
End Year: No Data
Comments: Terrell's Mill was constructed on Burton's Creek in the 1790s, originally known as the Old Mill, on Dr. John J. Terrell's farm, Rock Castle.

Bibliographic Information

Bibliography:

A History of Lynchburg's Pioneer Quakers and Their Meeting Houses (1936). The Virginia Chronicle (Library of Congress). Gilmer map of 1864.

Informant Data:

No Data

CRM Events

Event Type: Other

Project Staff/Notes:

Jessica Gantzert and Eric Taylor completed the survey for a Threatened Sites Grant in Spring 2024

Project Review File Number:

No Data

Sponsoring Organization:

No Data

Organization/Company:

Hurt & Proffitt

Investigator:

Jess Gantzert

Survey Date:

3/12/2024

Survey Description:

Map projected and located via walkover survey from public right of way along Burton's Creek

Current Land Use

Other

Date of Use

4/16/2024 12:00:00 AM

Comments

Walking trail and geocache

Threats to Resource:

Development, Erosion, Neglect, Public Utility Expansion

Site Conditions:

Surface Features

Survey Strategies:

Historic Map Projection, Observation

Specimens Collected:

No

Specimens Observed, Not Collected:

Yes

Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

Mill stone observed in Blackwater Creek

Current Curation Repository:

No Data

Permanent Curation Repository:

No Data

Field Notes:

No

Field Notes Repository:

No Data

Photographic Media:

Digital

Survey Reports:

Yes

Survey Report Information:

Gantzert, Jessica. Mills of Lynchburg. 2024.

Survey Report Repository:

DHR

DHR Library Reference Number:

No Data

Significance Statement:

This site consists of the remnants of a stone dam, mill race and Terrell's Mill structure. In addition, the possible location of a dwelling house related to the mill was observed.

Stone remnants from the dam are still present along with a large amount of cut stone that is potentially related to additional mill infrastructure. The dam connects to a stone abutment along the left bank. The stone abutment connects to a potential canal and in that area that allowed water to flow into a millrace.

The mill building was two and a half stories and made of stone held together by lime mortar. The remains of the structure that held the overshot water wheel were observed in the field, but no remains of the wheel itself or the turbines were located. The mill stone was located submerged in the Blackwater Creek.

Historic aerial photographs of the mill complex show the mill in great detail and the location of the dwelling house. When fielded checked a large depression was found and contained some intact sections of stone foundation and stairs. A large depression circling the mill house appears on the LiDAR map that was field checked and was the historic roadway. Two other depressions appear on the LiDAR map that appear to be round and might represent ice houses or other structures related to domestic activities at the mill house.

The site is in good condition and threats to it include flooding and erosion caused by increased urban development surrounding the site. Sewer pipes have been placed in the area and cross Burton's Creek at multiple points. In addition, the site is a known geocache spot and faces potential damage from vandalism. This site has the potential to yield important information about how Lynchburg utilized the creek systems in the city for commerce, along with mills and the people who operated them in this area during the 19th century. Therefore, it is recommended as potentially eligible for the National Register.

Surveyor's Eligibility Recommendations:	Recommended Potentially Eligible
Surveyor's NR Criteria Recommendations, :	A, C, D
Surveyor's NR Criteria Considerations:	No Data