

# **Beverley (Chapman's) Mill, Thoroughfare Gap, Virginia:**

## **A History and Preservation Plan**



**Frances Lillian Jones**

**Beverley (Chapman's) Mill,  
Thoroughfare Gap, Virginia:**

**A History and Preservation Plan**

**By  
Frances Lillian Jones**

B.A. September 30, 1966, George Washington University



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the Faculty of  
The Graduate School of Arts and Sciences  
of the George Washington University in partial satisfaction  
of the requirements for the degree of Master of Arts

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## PREFACE

Captured on the battlefield of Second Manassas, Lieutenant Charles Brockway of Battery F, 1<sup>st</sup> Pennsylvania Artillery passed through Thoroughfare Gap on a journey to Libby Prison. While there he got a good look at the damage his guns had inflicted on Chapman's Mill a week earlier and described the large stone building as "much shattered." The mill was actually in the line of fire from both sides as it changed hands three times during the small but intense battle for Thoroughfare Gap on August 28, 1862. Despite this damage, the mill recovered from the Civil War under new ownership. Renamed Beverley Mill, it remained in operation for nearly ninety more years. Even after it closed down in 1951 the mill dodged another bullet. It sat in the path of a new interstate highway but local preservationists rallied to reroute the road project and the mill was again saved. This imposing and important historic landmark in the very picturesque setting of Thoroughfare Gap was a treasure that many wanted to see preserved.

The Prince William County Historical Commission is very pleased to present this comprehensive history of Chapman's/Beverley Mill by Frances Lillian Jones and we greatly appreciate the author's permission to publish it. The author very perceptively shows that the history of this mill is intertwined with the history of the entire region. Originally written as a Master's Thesis in 1981, at a time when the mill was begging for and still had great potential for restoration, Ms. Jones included a preservation plan as part of her thesis. Unfortunately, arsonists put an end to any thoughts of restoration on October 22, 1998.

Much has happened to the mill since Ms. Jones completed her thesis and it is felt this publication would not be complete without addressing the events of the last twenty-five years. Turn The Mill Around Campaign Executive Director Ellen Percy Miller graciously volunteered to contribute the appended postscript in addition to helping make the publication of this book possible. The real heroes, however, are the many supporters of Turn The Mill Around Campaign who rallied to save the mill once more and allow it to rise from the ashes with the prospect of becoming a popular heritage tourism site. This publication is dedicated to these individuals in recognition of their steadfast devotion to the mill's preservation.

The publication of books such as this is one way in which the Historical Commission seeks to promote a greater public interest and appreciation for local history and the historic sites within the County. For information on other available titles focusing on Prince William County's rich heritage, please visit the County's website ([www.pwcgov.org](http://www.pwcgov.org)) or contact the Prince William County Planning Office, 5 County Complex Court, Prince William, VA 22192; Telephone: 703-792-6830.



James M. Burgess, Jr.  
Vice Chairman, Prince William County Historical Commission  
November 2006

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## INTRODUCTION

### Historical Significance

This tall, majestic stone structure, which seems almost to have been hewn from the nearby rocky stream bed, is both historically and architecturally important. The establishment of a grist mill at Thoroughfare Gap in the Bull Run Mountains in the middle of the 18th Century places it among the earliest known industrial sites in Northern Virginia. The mill at Thoroughfare Gap is visible evidence of the revolution that occurred in Virginia agriculture in the mid-18th century--the supplanting of the tobacco culture with that of wheat-growing. The mill is a significant historical landmark in Northern Virginia, and especially to Prince William and Fauquier counties. Straddling the boundary between these two counties, the mill was the physical landmark in the demarcation of the boundary when Fauquier was formed from Prince William in 1759. The mill achieved some of its historical importance through the family that established the milling operation at Thoroughfare, the Chapmans, particularly Nathaniel Chapman, a contemporary of Augustine Washington. Nathaniel Chapman, as a charter member of the Ohio Company, was influential in both opening up the western territories and in building an industrial base in Northern Virginia. Chapman's mill receives a portion of its historical importance because of its involvement in the Civil War, when Confederate forces established there a large meat processing and storage plant to feed the troops in the Manassas area.

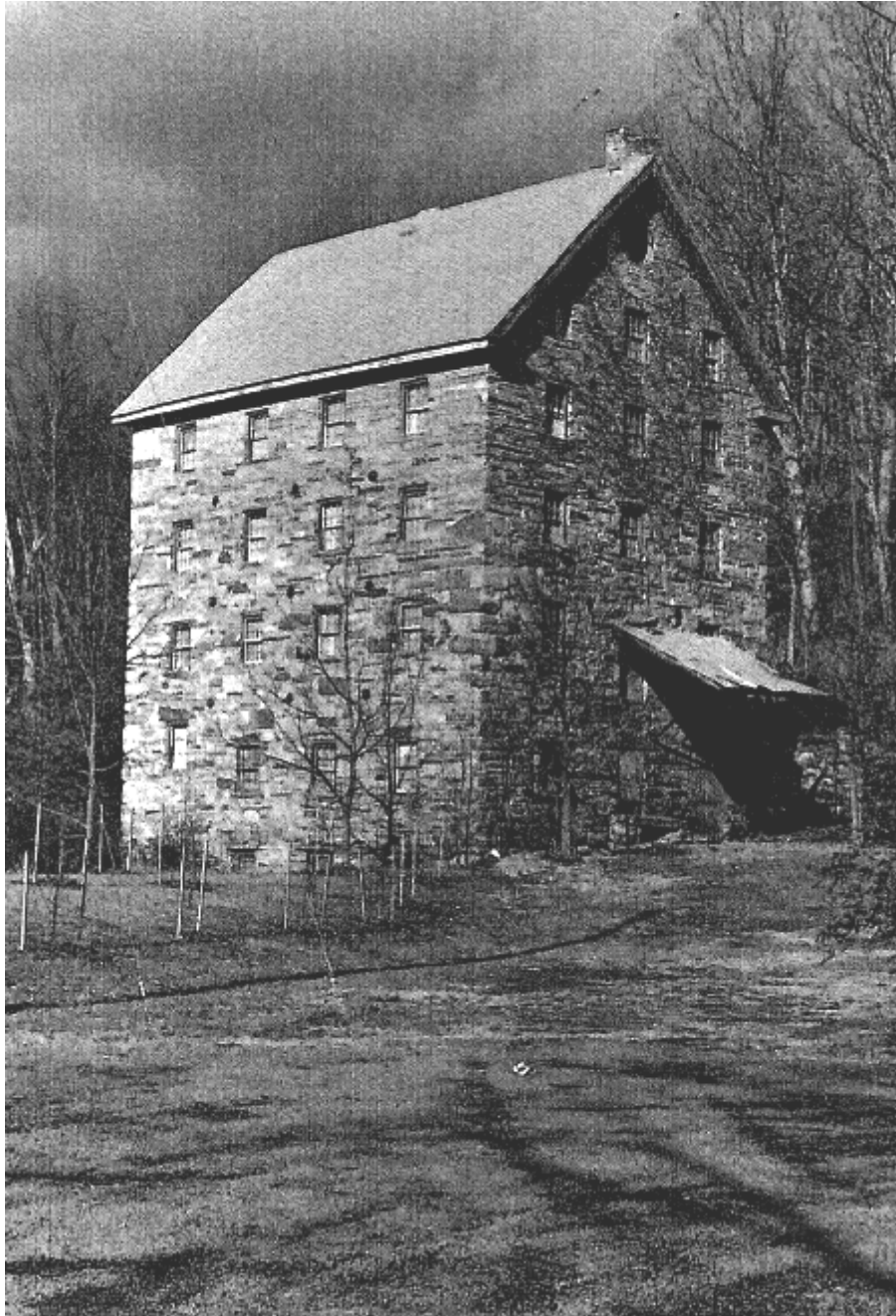


Fig. 1. Beverley (Chapman's Mill), southeast corner.  
Photograph, Nov. 1980.

The mill, renamed Beverley's after the Civil War, then achieved prominence as one of Northern Virginia's largest roller mills, a flour manufactory capable of

turning out as many as 50 to 75 barrels of flour per day, to be sold to markets throughout the eastern seaboard. As an example of 19th century roller-mill technology, the mill is a link between the earlier, vintage gristmills designed by Oliver Evans and present-day flour mills.

#### Architectural Significance

Without a doubt, this mill building is the only one of its kind in the northern Virginia region. The present mill, a large stone building 5½ stories tall, was rebuilt and enlarged in 1858, probably on the foundations of an earlier structure. The mill possesses architectural integrity; no significant exterior changes have been made to the building since it was rebuilt. The interior and exterior milling machinery is relatively intact. Remnants of another, perhaps earlier, mill, the ruins of the Chapman mansion, and other features related to the mill site still exist. These features, in addition to the historic railroad which passes by the mill, enhance the site's potential for preservation as a historic site.

Another reason for preserving the mill is its present high degree of visibility. Passing by the mill less than 100 feet away, is the recently-completed Interstate Highway 66. A decade ago, when plans for construction of this highway called for demolishing the mill, the building was saved by citizens and groups, both public and private, who recognized the architectural and historical importance of the building and saved it by effecting the re-routing of the highway. It is hoped that those efforts and the great expense involved in re-aligning the right-of-way through the Gap have not been wasted and that the saving of the mill

then was not merely a temporary delay in what appears now to be a “demolition by neglect.”

It is not known how typical of merchant mills in Northern Virginia the mill at Thoroughfare was during its over 200-year history. That and other questions about the mill, its origins, its ownership history, the changes that took place over the years, and the mill’s products remain to be answered. For instance, it is not known when the first mill was built on the site, or where it was located, or why John Chapman diverted so many resources into enlarging the mill in the mid-1850s. Another question remaining to be answered is why the mill survived so long into the 20th century when the flour-milling industry had moved to the Midwest. Neither is it known what interest Walter Chrysler, Jr., had in the mill. Perhaps Chrysler felt that he was extending the existence of a traditional, romantically-imbued, picturesque industry, or perhaps as one historian has claimed, Chrysler bought the mill merely to supply himself with chicken feed for his poultry business.

An important, unanswered question relates to the mill’s future. What is to become of this historical site, this “splendid mill building”? Do the present, outward signs of decay portend the ultimate loss of the building to deterioration, neglect, and vandalism? It is the shared hope of many that the saving of the mill building from demolition in the 1970s by highway construction was only the beginning of a revivification process. If the mill is to be saved as an important part of our history, then the architectural and historical importance of the whole complex must be adequately addressed.

### Scope and Purpose of this Study

The following is a report on the ownership history, architecture, and present condition of Chapman's, or Beverley Mill. The study is intended to record the building: its architecture and construction periods; its site in relation to the mill; the mill's history during its nearly 250-year-long existence; its milling facilities, both present and past; its products over the years; the markets for its products, seen from a local, regional, and national perspective; and to examine the mill's present condition and environment, considering how the structure can best be preserved. The report concludes with a preservation planning section in which alternatives for preserving and re-using the mill structure and site are discussed, and suggestions for financing public acquisition of the mill are offered.

Throughout the ownership history section of this study are occasional digressions on the mill's owners, their families, their activities outside the mill business, and their position in society. Where it has helped to develop the mill's history, such important events as the effects of the Civil War on the mill, the coming of the railroad past the mill, and the routing of I-66 through the mill property, have also been discussed at some length.

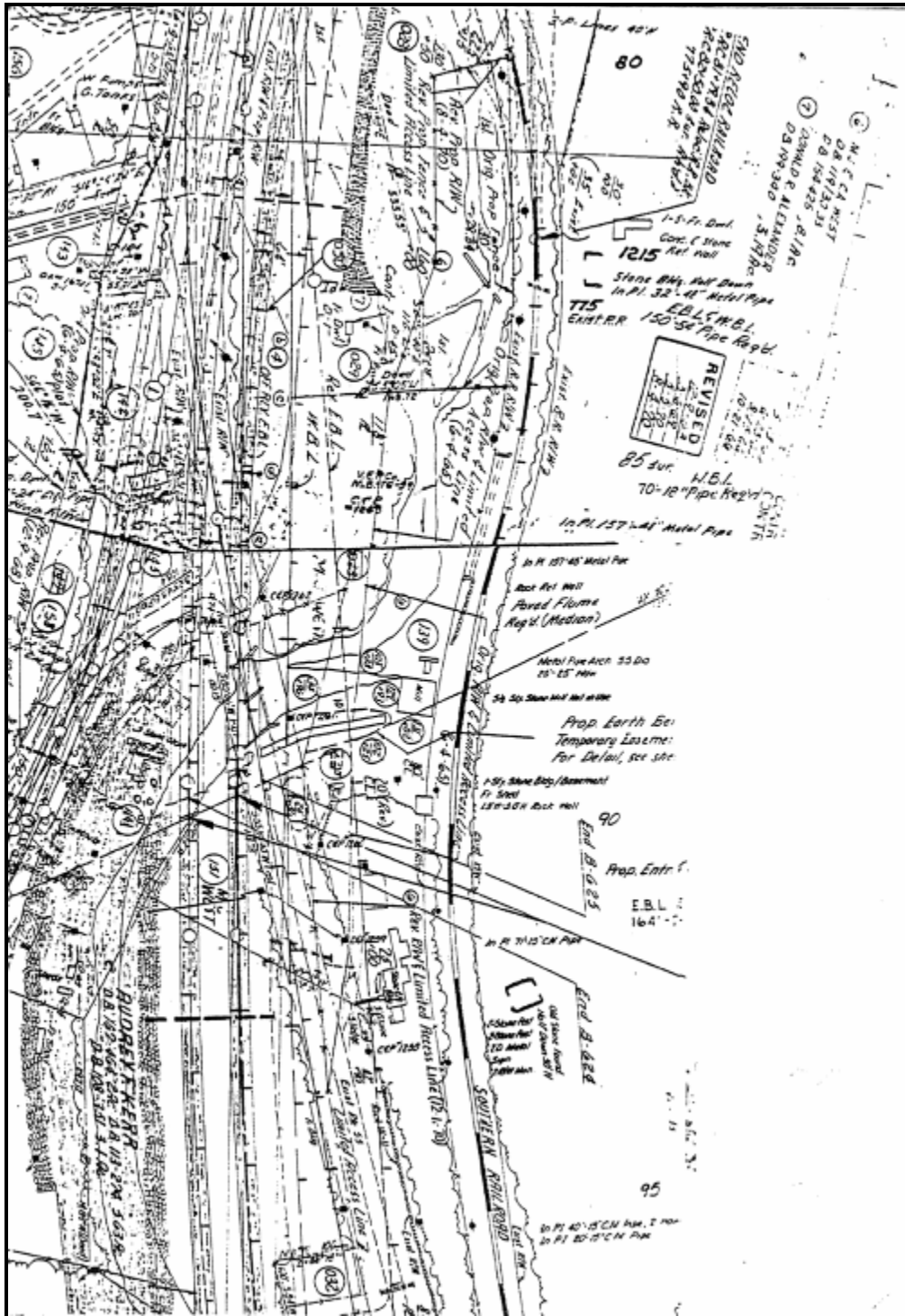
Whenever possible, documentary evidence has been used to either support accounts in the available histories on the mill, or to challenge those opinions on such questions as when a mill was built, a new mill added, or an existing one rebuilt. The primary sources used in this study to record the mill's history include land records, wills, and court records available in Prince William, Fairfax, and Fauquier counties; population, industrial and agricultural census records; Virginia



land and personal property tax records; and records relating to the dealings of the Confederacy with civilians. Secondary sources on the mill's history include an Echoes of History article written by H. H. Douglas, who has studied the mill for a long time; several short historical articles on the mill; and histories of Prince William County and of Northern Virginia, chiefly Fairfax Harrison's Landmarks of Old Prince William. Articles in history quarterlies on flour and grist milling, agriculture in Northern Virginia, and the Alexandria market were very helpful in writing the section on wheat-growing and milling in Northern Virginia. Millers' trade publications, though not indexed, offer a wealth of information on milling technology, especially that of the roller-mill era.

The mill structure and site were used as primary source material, and contain valuable information on, for example, construction periods, building methods and materials, and exterior and interior milling machinery, all of which can be useful in ascertaining the site's history and significance.

Finally, the events leading up to the threat of the mill's demolition in the 1960s by the construction of I-66 through the Gap, and the saving of the structure by a cooperative effort of public agencies and private citizens have been traced, using the official records of the U.S. Department of Transportation, the Virginia State Landmarks Commission, the Virginia Department of Highways, and published accounts of the happenings.



Sources consulted in preparing the preservation planning section include reports of various adaptive re-use projects and accounts of other mill preservation efforts. Discussions held with representatives of the public agencies and private groups interested in preserving the mill have contributed to information gathered that may eventually be applied toward restoring Chapman's, or Beverley, Mill.

## CHAPTER I

### HISTORY OF WHEAT-GROWING, GRIST AND FLOUR-MILLING, AND MARKETING IN NORTHERN VIRGINIA

Farmers and planters began about 1740 to grow wheat in tidewater Northern Virginia, in the Piedmont, and in the Shenandoah Valley. In the Tidewater and parts of the Piedmont, wheat-growing was a result of a turning away from earlier, longstanding tobacco cultivation. The breakup of large tobacco plantations and an accompanying trend toward crop diversification began to occur in the tidewater areas in the mid-18th century. At the end of the 18th century, many tidewater planters either moved west or entered manufacturing or trade. In the upper Piedmont and the Valley of Virginia, where there had not been a well-established habit of growing tobacco, wheat and corn-raising were favored, especially by the English Quaker, German, and Scots-Irish farmers who had migrated to Loudoun and upper Fauquier counties, and to the Valley of Virginia from Pennsylvania and the Delaware Valley.<sup>1</sup>

In the early days of the Virginia wheat-growing industry, the grain from Northern Virginia was delivered by wagon to such market towns as Alexandria, Dumfries, Colchester, and Fredericksburg. From there it was shipped to Baltimore or Philadelphia for grinding into meal or flour. The ground product

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<sup>1</sup> Fairfax Harrison, Landmarks of Old Prince William: A Study of Origins in Northern Virginia (Fairfax Harrison pub., 1924; reprint Berryville Va.: Chesapeake Book Co., 1964), pp. 397, 401; Avery O. Craven, Soil Exhaustion as a Factor in the Agricultural History of Virginia and Maryland, 1608-1806 (Urbana: U. of Illinois Press, 1925; reprinted., Gloucester, Mass.: Peter Smith, 1965), p. 66; Frederick Gutheim, The Potomac (New York: Rinehart, 1949; 1974), pp. 98-99, 102.

would then be shipped to the West Indies and traded for rum, sugar, molasses, and salt. By 1770, wheat was a major cash crop in Virginia and a staple second only to tobacco. In 1775, Alexandria had 14 wheat merchants who purchased grain and probably shipped it to Baltimore or Philadelphia for milling.<sup>2</sup>

From the end of the American Revolution to about the 1930s, Northern Virginia was Virginia's chief wheat-growing area, and for a long time, it was the State's chief flour-producing area. In the U.S. Census for 1810 (the first time a census of industries was made), District 2, the area that comprises the present 15 northern Virginia counties, had 179 flour and grain mills producing 405,000 barrels of flour valued at \$2,257,000. In 1810, Northern Virginia produced 70 percent of the State's flour and had 78 percent of the State's mills.<sup>3</sup>

Gristmills are known to have existed since the earliest days of settlement. Plantation owners or millwrights usually built small mills for grinding grain for domestic use. The custom mill would grind grain as a service for a small circle of neighbors, perhaps within a radius of 8 to 10 miles.<sup>4</sup> The Wood & Boye Nine-Sheet Map of 1828 shows how numerous neighborhood custom mills were.<sup>5</sup> At the end of the 18th century, a number of merchant mills appeared at strategic points along rivers and streams and near the principal routes to tidewater ports.

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<sup>2</sup> Harrison, Landmarks of Old Prince William, pp. 405-07; Craven, Soil Exhaustion, p. 66; G. Terry Sharper, "Commerce and Industry," in John D. MaColl and George J. Stansfield, eds., Alexandria: A Town in Transition, 1800-1900 (Alexandria, Va.: Alexandria Bicentennial Commission, 1977), p. 20.

<sup>3</sup> Arthur G. Peterson, "The Alexandria Market Prior to the Civil War," in William and Mary Quarterly, ser. II, 12 (April 1932): 108.

<sup>4</sup> John Storck and Walter Dorwin Teague, Flour for Man's Bread (Minneapolis: University of Minnesota Press, 1952), p. 150.

<sup>5</sup> John Wood and Herman Boye, Nine-Sheet Map of Virginia, 1827, 2d. ed., 1859.

Chapman's Mill at Thoroughfare, Carter's Mill on Broad Run, and Ballentine's Mill (later Ellicott's) on the Occoquan are among the early merchant mills in Prince William County.<sup>6</sup> Some of the merchant mills (so-called because the product was sold to merchants, some of whom may have had a financial interest in erecting the mill) probably evolved out of custom mills, while others may have been commercial ventures from the start. At the beginning of the 19th century, flour mills could often be found alongside, or close to, turnpikes. The owner of a merchant, or flouring mill would purchase grain, mill it, and sell it to a middle man, taking the risks of fluctuating market prices.<sup>7</sup>

By 1787, the exporting of flour in Alexandria was becoming so important that Alexandria's merchants petitioned the Virginia House of Delegates to authorize a system of flour inspection, as it had earlier instituted tobacco inspection. Recognizing that the grain grown in the "Western Counties" was as good in quality as that grown in the "neighboring States," meaning Maryland and Pennsylvania, the 81 signers of the petition requesting the flour inspection in Alexandria acknowledged their fear that the flour and bread produced in Virginia was of a lesser quality than that of the neighboring states and sought to correct the situation through the official implementing of quality standards.<sup>8</sup>

After the American Revolution, improvements were made in the technology of milling so that a better product could be made in greater quantities.

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<sup>6</sup> Harrison, Landmarks of Old Prince William, p. 413 n.

<sup>7</sup> Arthur G. Peterson, "Flour and Grist-Milling in Virginia, a Brief History," in Virginia Magazine of History and Biography 18, no. 2 (April 1935): 97.

<sup>8</sup> Peterson, "Alexandria Market Prior to the Civil War," p. 104.

Millwright-engineer Oliver Evans perfected an automated flour-milling system using grain elevators, screw power, and gravity. In one automatic mill developed by Evans, “grain was elevated mechanically to the top of the mill . . . , cleaned during gravity transition to the hoppers, ground, conveyed by screw transmission and a second series of elevators, to the top of the building again, cooled, bolted, and barreled during its second descent, without any manual operation.”<sup>9</sup> With six men, mainly to close the barrels, the mill could annually grind 100,000 bushels of grain into flour. With Evans’ system, a mill could be run by one man for each 20 barrels of flour produced daily; without it, a mill required one man for each 10 barrels.<sup>10</sup>

Improvement of the soil through the use of fertilizers and by other means increased the yields of wheat in Virginia and helped farmers supply the heavy demands from Europe and the West Indies for American wheat and flour. Beginning in the early 1800s, plaster (or gypsum or marl) and clover were used in Northern Virginia and in the Shenandoah Valley as a soil preparation for growing wheat. The credit for introducing plaster of paris or gypsum goes to two Loudoun County farmers, John Alexander Binns and Israel Janney. In his booklet published in 1803 entitled “A Treatis on Practical Farming,” Binns described the Loudoun system of farming practiced widely by Quakers. Binns and Janney

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<sup>9</sup> Peterson, “Flour and Grist-Milling in Virginia,” p. 99, quoting Victor S. Clark, History of Manufacturers in the United States, 1607-1860 (Washington, D.C., 1916), p. 179.

<sup>10</sup> Storck and Teague, Flour for Man’s Bread, p. 171.

promoted such techniques as crop rotation, the use of manure, deep plowing, the cultivation of clover, and the use of lime or gypsum.<sup>11</sup>

Such other innovations as the development of improved plows and grain harvesters contributed to the success of wheat-growing in Virginia throughout the period from the late 18th to the mid-19th century.<sup>12</sup> By the late 1820s, the cast-iron plow was rapidly replacing the old wooden moldboard plow. Invented in 1831, McCormick's reaper began to be sold in 1840.

From about 1800 to 1815, Alexandria was a major exporter of wheat, flour, and other grain grown in Northern Virginia and the Shenandoah Valley. The grain and flour were brought to Alexandria by wagon from nearby Fairfax, Prince William, and Fauquier counties, and from more distant places in Warren and Frederick counties and the Shenandoah Valley region.<sup>13</sup> The flour and grain was sometimes brought by the producer, but more often it was brought by a hired wagoner who charged a fee for each approximately 198-lb. barrel of flour and each bushel of corn.<sup>14</sup> "The wheat of the Piedmont and the Valley," related by Fairfax Harrison, "was hauled to the mills in great 'Conestoga' wagons, drawn by six-horse teams gay with bells and bunting. Converting their loadings into flour en route, the teams then went on to a primary market at tidewater and so constituted those caravans of 'flour waggons' which, in 1777, were already the life of

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<sup>11</sup> Craven, Soil Exhaustion, pp. 88-95.

<sup>12</sup> Peterson, "Flour and Grist-Milling in Virginia," p. 103.

<sup>13</sup> W. Freeman Galpin, "The Grain Trade of Alexandria, Va., 1801-1815," in North Carolina Historical Review 4, no. 4 (Oct 1927): 405.

<sup>14</sup> Ibid., pp. 406-07.



tidewater trade.”<sup>15</sup> Conestoga wagons were made in Lancaster County, Pennsylvania, beginning in about 1760. The fees charged by wagoners varied according to road conditions, weather, and other factors. Some farmers sold their produce to a local miller who converted the grain to flour and either sold it to a neighboring dealer or jobber, or traded directly with merchants or agents in Alexandria. In Alexandria, the flour, each barrel bearing the miller’s trademark, would be inspected by a locally-appointed flour inspector, who charged a nominal fee, usually a few cents, to inspect the flour, grade it, and approve it for export. The miller was required to put his trademark on each barrel.<sup>16</sup>

The improvement of the network of Northern Virginia’s roads was an important factor in making Alexandria a major wheat market. By the late 18th century, the increased use of the existing roads to transport heavy loads of grain and flour had considerably worsened the roads between the mountains and the tidewater ports. Piedmont farmers, never enthusiastic in their duties in maintaining public roads, resented being required to repair roads for the use of the “through traffic,” namely, professional wagoners from the outlying areas. In the early 1800s, the State of Virginia began to encourage the building of turnpikes by private companies. Financial assistance was provided by the State beginning in 1816 with the creation of a “Fund for Internal Improvements.” The General Turnpike Law of 1817 regulated construction standards. An engineer to help lay out the turnpikes was made available to chartered road companies. The Little

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<sup>15</sup> Harrison, Landmarks of Old Prince William, p. 405.

<sup>16</sup> Galpin, “The Grain Trade of Alexandria,” p. 407.

River Turnpike, built in 1806 between Aldie and Alexandria, was one of Virginia's first turnpikes. In 1818, the Fauquier and Alexandria Turnpike was built between Warrenton and Fairfax Court House. A few years later, branches from the Little River Turnpike were completed from Aldie to the Shenandoah Valley by way of Snicker's and Ashby's gaps.<sup>17</sup>

The construction of a canal, though it did not affect the transportation of wheat and flour from Prince William, Fauquier and other parts west of Alexandria, contributed toward making Alexandria a major grain exporting market. The completion in 1802 of a canal around Great Falls on the Virginia side of the Potomac permitted more produce to be brought from the upper Potomac to Alexandria, thus diverting it from Georgetown, Alexandria's local rival market.<sup>18</sup>

In the early 19th century, Alexandria became an important Atlantic coast grain exporting market, though it did not rank as importantly as Baltimore, Philadelphia, and New York, in the total amount and value of annual tonnage exported. At the peak of their trade in 1811, Alexandria's flour merchants handled 237,449 barrels of flour, approximately half as much as Baltimore exported.<sup>19</sup> Between 1801 and 1815, with the exception of the years 1808 and 1813-1814, Alexandria was the principal market for grain produced in the Potomac Basin. Exports declined in 1808 because of the Trade Embargo and in

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<sup>17</sup> Robert E. Hunter, "The Turnpike Movement in Virginia, 1816-1860," in Virginia Magazine of History and Biography 69, no. 3 (July 1961): 280; Harrison, Landmarks of Old Prince William, pp. 564-65.

<sup>18</sup> Peterson, "Alexandria Market Prior to the Civil War," p. 105.

<sup>19</sup> Sharper, "Commerce and Industry," pp. 18-19.

1813-1814 because of the War of 1812. Exports of Virginia wheat and flour were particularly high in 1811 and just after the War of 1812.<sup>20</sup>

Portugal was a large importer of Northern Virginia corn, wheat, and flour from 1801 to 1815. Spain also imported much wheat and corn during this period. England received substantial amounts of wheat from Alexandria, prior to the enactment of the Corn Laws. The West Indies, however, received the major portion of flour exported from Alexandria. Domestic trade with northern states along the east coast of the United States may have equaled or exceeded Alexandria's foreign trade during the Ante-bellum days. Grain and flour from Alexandria was traded at Washington, Richmond, and Norfolk, and small amounts went to Charleston, Savannah, and New Orleans.<sup>21</sup>

Alexandria was not a flour-milling center, because it lacked falling water. In 1810, three gristmills operated in Alexandria's town limits, probably the greatest number of flour mills Alexandria ever had. Bakeries for making ship's bread were an important industry in Alexandria.<sup>22</sup>

Beginning in the mid-1830s, with the completion of the Baltimore and Ohio Railway, railroads greatly facilitated the transportation of grain, flour, and other agricultural products to market from Maryland and the lower Shenandoah Valley. B & O, however, drew produce away from the Alexandria market to

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<sup>20</sup> Peterson "Alexandria Market Prior to the Civil War," p. 105.

<sup>21</sup> Ibid., pp. 105-06; Galpin, "The Grain Trade of Alexandria," pp. 424-26.

<sup>22</sup> Sharper, "Commerce and Industry," p. 18.

Baltimore.<sup>23</sup> The coming of the railroad in Northern Virginia ended the era of Alexandria's wagon trade. In response to the loss to Baltimore of the Shenandoah grain trade, in 1849 Alexandria's wealthier citizens helped launch the Orange and Alexandria Railroad, seeking to tap the agricultural resources of the Rapidan Valley.<sup>24</sup> Before that railroad was completed to Gordonsville by way of Manassas Junction and Culpeper, another railroad, the Manassas Gap Co., was constructing a line from the upper end of the Shenandoah Valley to Manassas Junction and thence to Alexandria, by way of Front Royal and Thoroughfare Gap.<sup>25</sup> In the mid-to-late 1850s, the Manassas Gap Railroad carried the bulk of the flour coming into Alexandria from the Shenandoah Valley.<sup>26</sup>

Between 1840 and 1860, the number of grist and flour mills in Virginia declined, and at the same time, there was an increase in the average size of a mill.<sup>27</sup> Richmond which had surpassed Alexandria in 1823 as Virginia's leading exporter, became a prominent milling center. In 1860, Richmond had the second and third largest flouring mills in the United States, producing respectively 190,000 and 160,000 barrels of flour.<sup>28</sup>

The Civil War in Northern Virginia was disastrous to flour and grist milling. During the early days of the war, millers apparently tried to conduct business as usual. Some may have even made money selling flour and grain to

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<sup>23</sup> Stork, Flour for Man's Bread, p. 152; Peterson, "Alexandria Market Prior to the Civil War," pp. 109, 111

<sup>24</sup> Harrison, Landmarks of Old Prince William, p. 587.

<sup>25</sup> *Ibid.*, pp. 588-89.

<sup>26</sup> Peterson, "Grain Trade of Alexandria Prior to the Civil War," p. 111.

<sup>27</sup> Peterson, "Flour and Grist-Milling in Virginia," p. 105.

<sup>28</sup> *Ibid.*, pp. 105-06.

the armies. Ultimately, the mills were placed at the mercy of the two armies. Eventually, milling operations may have ceased altogether. Mills were typically destroyed by one army so as to make them unusable to the opposing forces. At the end of the Civil War, Northern Virginia had been converted to a wasteland. Livestock had been destroyed, fences were down, barns burned, houses wrecked and burned, roads ruined, and bridges destroyed. Economic recovery from the effects of the war was slow.<sup>29</sup> Many, unable to repay debts incurred before the war, were forced to sell their property at a loss.

Post-Civil War westward migration and the growth of railroads were major causes for the decline in flour-milling in the region after 1865. By 1870, wheat-growing centers had moved to the Midwestern states--Michigan, Wisconsin, Illinois, and Minnesota--and flour-milling naturally followed. Minneapolis became the new milling center for processing the new variety of wheat that, because of the Midwestern climates, was grown.<sup>30</sup>

The new wheat was a harder variety than the kind grown in the south and east, and it was planted in the spring, hence it was called spring hard wheat. The traditional wheat-growing regions produced soft winter-sown wheat. The hardness of the spring wheat was in part responsible for a new development in milling that arose in southern Minnesota in about 1865. Developed by millers and farmers, the technique was called "New Process" milling because of its innovative

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<sup>29</sup> Ross D. Netherton, Colvin Run Mill (Fairfax, Va.: Office of Comprehensive Planning, 1976), pp. 18-19.

<sup>30</sup> Kuhlman, Charles B., The Development of the Flour-Milling Industry in the United States (1895, revised 1929, reprint ed., Clifton, N.J.: Augustus M. Kelley, 1973), pp. 115-18.

approach. The hard, Midwestern-grown spring wheat was not as easily converted to flour using the available traditional grist milling techniques. With the old method, too much that was usable in the wheat berry was lost in the grinding. Prior to the development of New Process milling, millstones were set close together and were rotated rapidly. The grain was ground once, and the resulting meal was sifted, or bolted, to separate the extracted flour from the bran, or outer husk. The hard winter wheat berry consists of the husk or bran; the aelurone, a glutinous layer beneath the bran; the endosperm; and the wheat germ. Using traditional milling methods, the aelurone, or glutinous layer beneath the bran, important in making flour for baking bread, was lost in the “middlings,” or “tailings,” the byproduct of flour-milling. In New Process milling, the millstones were run more slowly, the stones were dressed more smoothly, and the grains were cracked, or crushed, not pulverized, to produce a meal that was half flour and half middlings. After bolting, the middlings were purified, most of the remaining bran was removed, and the resulting meal was reground and perhaps purified again. Because New Process flour-milling was patented, the fine, white flour produced by this method was called “Patent Flour.”<sup>31</sup>

If the 1870s can be called the “New Process” decade of flour-milling, the 1880s were the first decade of roller milling, a method that revolutionized the flour-milling industry by replacing the traditional millstone-based milling technology and made possible the large, modern-day combines.<sup>32</sup>

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<sup>31</sup> Ibid.

<sup>32</sup> Ibid., p. 128.

Roller milling had its origins in Hungary, where, in the 1830s, millers experimented with the use of grooved cylinders or rollers to crush the wheat grain. The flour produced by roller mills is equal in quality to that ground on millstones, but roller mills are more efficient. Millstones grind more slowly, they have to be regularly dressed, and the flour produced was not always the kind demanded by late 19th century consumers, many of whom required flour that was fine and white, without specks of bran or wheat germ which discolor flour. Rollers took up less space, required less power to operate, and needed less supervision.<sup>33</sup>

Millers were reluctant to adopt roller mills, especially those owners of small, neighborhood mills. They objected in part to the large expense involved in buying roller mill equipment. Merchant mills were better able to afford the cost of the equipment and had more confidence that the results of installing roller mills would return their investment.<sup>34</sup>

Chapman's, or Beverley, Mill illustrates many of the trends and developments of flour milling in general, and of milling in Northern Virginia in particular. If the mill began to operate in the 1740s, as some historians believe, the location of the mill site illustrates the keen business sense of the mill's founders, the Chapmans, in building where they did, at one of the few true "gateways" to the tidewater ports of the Potomac. The presence of a mill at

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<sup>33</sup> Ibid., p. 122.

<sup>34</sup> Theodore R. Hazen, "How the Roller Mills Changed the Milling Industry," in Old Mill News, Jan 1980, p. 6.

Thoroughfare Gap in the Bull Run Mountains on Broad Run at such an early point in the development of the Northern Virginia wheat-growing industry demonstrates the acumen of a family that was closely associated with Virginia's most prominent leaders, and who also helped foster the country's early industries in other ways.

The mill under the Chapman family ownership, from its beginnings to about the Civil War, was successful for a variety of reasons: It served the wheat producers of the Piedmont and the Shenandoah Valley during the mid-to-late 18th century, when wheat was becoming an important commodity, a staple, and a cash crop. The mill was strategically located close to both the wheat growers and the principal market, Alexandria. Chapman's Mill was located at the head of a "never-failing stream," near a well-traveled east-west route that in the early 1800s became a turnpike. Though the original mill may have begun as a custom mill, serving perhaps a populace within a 10-mile radius, by the early 1800s, Chapman's mill may have been enlarged and was probably equipped with the most modern flour-milling equipment, as had been perfected by millwright and engineer Oliver Evans. Increased storage capacity in the mill (or mills) would have enabled the owners to sell stored grain and flour at the most favorable time, thus reaping the product's greatest profits. The demand for grain and flour abroad reached an all-time high between 1800 and 1840. It is presumed that a portion of the flour that was shipped abroad, primarily to the West Indies, Spain, and Portugal, was ground at the Chapman Mill. In the 1850s, the mill, under the ownership of John Chapman, directly benefited from the construction of the



railroad linking the upper Shenandoah Valley with Alexandria. Chapman shipped both ground limestone and flour to east coast markets by the Manassas Gap Railroad.

The Thoroughfare Mill was an apparently successful plaster mill under the ownership of the Beverley family, purchasers of the property after the death of John Chapman. By the 1870s, major wheat-producing and flour-milling centers had moved to the Midwest. Perhaps as a response to declining wheat-growing in Virginia, the Beverleys sought what they thought would be the greater economic return in using the mill to grind limestone into plaster. In the early 1900s, when the mill, under new ownership, again began to process grain on a large scale, its owners looked to the Midwest for the roller equipment they installed in the mill, to manufacture the highly-desirable "Patent Flour." From about 1900 to the mill's closing days, the owners advertised in the Minnesota-published Northwestern Miller, one of the country's leading millers' trade journals. When supplies of southern-grown wheat were low, the millers at Beverley Roller Mills allegedly purchased Midwestern wheat in Chicago and had it brought to the mill by rail.

Beverley Mill finally closed in 1951, after having outlasted its local competitors by many years. The reasons that have been given for the mill's failure relate to the inability of its owners to meet the strict health and sanitation requirements that were imposed by the U.S. Food and Drug Administration. Failure to comply with sanitation laws and the inability of the small local mill to compete with large, modern flour combines, were probably the main causes of the

widespread closing of water-powered mills throughout Virginia during the first half of the 20th century.



## CHAPTER II

### OWNERSHIP HISTORY

#### Origins of the Mill with the Chapman Family

A large stone tablet embedded in the north wall of the mill beneath the eaves and on the side facing the railroad bears a cryptic inscription intended to show the ownership history of the mill at Thoroughfare from its beginnings to 1858. The stone was placed there by John Chapman, who undertook a major rebuilding of the mill in 1858. John Chapman was the last of the Chapmans to own and operate the mill. The tablet reads:

FROM

JOHNATHAN  
NATHANIEL  
PEARSON

JOHN  
GEORGE  
TO

JOHN CHAPMAN  
REBUILT A.D. 1858

George Chapman, Jr., whose name is the second from the top on the right side of the tablet, kept a record book of his land holdings.<sup>1</sup> It is from this ledger, begun in 1800, and the inscribed tablet that the chain of ownership of the Chapman lands at Thoroughfare can be traced.

Johnathan. . . Johnathan, or Jonathan, the first Chapman to own the property, was George's great grandfather. Because his name appears on the

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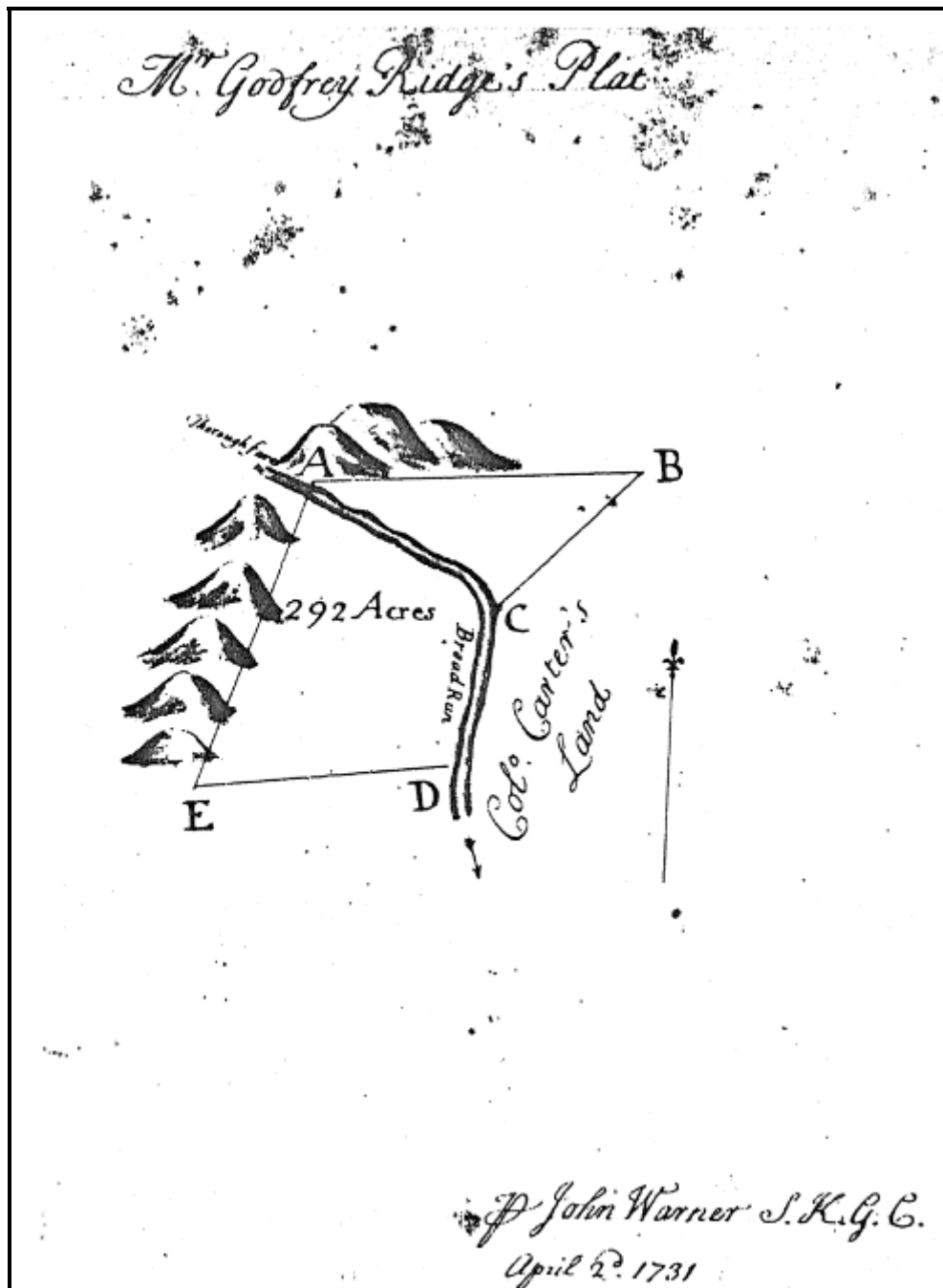
<sup>1</sup> Record Book of Land Papers Belonging to George Chapman, Jr. Developing His Title to the Lands With Their Plats Annexed and Other Records, unpublished ledger begun c1800, xerox copy in possession of John K. Gott, Arlington, Va.

tablet, it is assumed that he built the first mill. Beginning at A, a white oak in the thoroughfare of Broad Run and extending thence N 85 E 260 poles: to B, Colo. Carter's line on Catlets branch. . ."<sup>2</sup> Thus begins the description of the boundaries of a tract of land containing 292 acres in Prince William County on Broad Run between the lands of Robert "King" Carter and the Bull Run Mountains. On June 4, 1737, Thomas Lord Fairfax, the Northern Neck Proprietor, granted the above tract to Godfrey Ridge of Spotsylvania County. The patent to Ridge explains that Ridge had earlier received a promise of the deed for the 292 acres from "Colonel Carter, late agent," but that, owing to Carter's death, the patent had not been executed. Less than 3 weeks after Ridge's obtaining the official grant for his patent, he sold the land to Jonathan Chapman, the first of the Chapmans to own the property at Thoroughfare, where the mill was established.<sup>3</sup> In 1742, Chapman re-patented the 292 acres he had obtained from Godfrey Ridge in 1737 and enlarged the tract by about 355 acres, thus making his total holdings 655 acres. Jonathan is thought to have come to America from England with his son Nathaniel. According to Chapman family history, Johnathan died sometime before 1749, and was buried at his plantation, Summer Hill, near Four Mile Run

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<sup>2</sup> Northern Neck Grants, "Godfrey Ridge his Deed for 292 Acres of Land in Prince William Coty," Registered in the Proprietor's Fairfax Office, Book E, folio 14 and examined Pr. Wm. Fairfax and recorded in Prince Wm. County, in Record Book of Land Papers Belonging to George Chapman, Jr., p. 53.

<sup>3</sup> Lord Fairfax to Jonathan Chapman Registered in the Proprietor's Office in Book F, folio 80; Book G, folio 151, Registered by William Fairfax in Fairfax County, 3 March 1742.



Map 2. Godfrey Ridge's Plat.  
Source: Northern Neck Grants, Folio E, 1736-42  
Virginia State Library Archives.

in Fairfax County on the Potomac River.<sup>4</sup> Jonathan was married to Jane Taylor, who, according to a Chapman genealogy, was living in Philadelphia in 1749.<sup>5</sup>

... Nathaniel. The only child of Jonathan and Jane Chapman, Nathaniel, born c1710, reputedly became the first ironmaster of the Accokeek Iron Works, a furnace in Stafford County, Va., which had been established by the Principio Iron Works of Maryland.<sup>6</sup> Nathaniel Chapman, who owned large amounts of land in Maryland and Virginia, was an important man in his time. Wealthy and influential, he was an industrialist and promoter of the settling of the west. Nathaniel Chapman was an executor of the wills of Augustine and Lawrence Washington, the father and half-brother of George Washington.<sup>7</sup> Nathaniel Chapman was a charter member of the Ohio Company, formed in 1748.<sup>8</sup> Thus, Chapman helped promote the settling of the lands west of Virginia. The Ohio Company consisted of 25 of the wealthiest and most prominent, politically and

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<sup>4</sup> Sigismunda Mary Frances Chapman, A History of Chapman and Alexander Families (Richmond: The Dietz Printing Co., 1946), p. 3.

<sup>5</sup> Ibid.

<sup>6</sup> Sidney Methiot Culbertson, The Hunter Family of Virginia and Connections: Embracing Portions of the Families of Alexander, Pearson, Chapman, Travers, Tyler, West (Denver, 1934), p. 169; Extract from Virginia Gazette placed by Nathaniel Chapman about a servant who ran away from Accokeek Iron Works in Stafford County, 3 Nov 1752, in William and Mary Quarterly, ser.1, 13, no. 1 (July 1904): 13.

<sup>7</sup> C. A. Hoppin, Contrib., "The Will of Augustine Washington, Sr. (Father of George Washington)," in Tylers Quarterly Historical 9, no. 1 (July 1927): 38; Tylers Quarterly Historical 8, no. 2 (Oct 1926): 82; William and Mary Quarterly, ser. 1, 18, no. 1 (July 1909): 14.

<sup>8</sup> Kenneth P. Bailey, PhD., The Ohio Company of Virginia and the Westward Movement, 1748-1792; A Chapter in the History of the Colonial Frontier (Glendale, Calif.: Arthur H. Clark Co., 1939), pp. 35, 36, 51; Kate Mason Rowland, "The Ohio Company," in William and Mary Quarterly, ser. 1, 1 (1892-93; Kraus Reprint Corp., 1966): 197.

socially, men of colonial Maryland and Virginia. Among the members were Fairfaxes, Lees, Carters, Washingtons, and Masons.<sup>9</sup>

The Chapman residence in Maryland was located on the east side of the Potomac and on the south side of Pomunkey Creek, opposite Mason's Neck. The house, called Mount Aventine, commanded a broad view up and down the Potomac. The Chapmans were neighbors of the Masons, Alexanders, and Smallwoods.<sup>10</sup>

In the early 1750s, and possibly earlier, Nathaniel was ironmaster at the Accokeek Furnace, an iron-smelting and forging operation that had been established in 1725 near Fredericksburg, Virginia, by the Principio Company, one of the first ironworks in colonial America.<sup>11</sup> The Principio Company (est. 1715) had its chief operations in Cecil County, near present Baltimore.<sup>12</sup> In 1750, a 410-ton shipment of iron to England by the Accokeek Furnace made up 20 percent of the entire quantity exported from Maryland and Virginia for one year.<sup>13</sup> The success of the Accokeek Furnace was short-lived, for in 1753, the furnace was closed because the supply of ore had been depleted.<sup>14</sup>

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<sup>9</sup> Bailey, The Ohio Company, pp. 35-36.

<sup>10</sup> Paul Wilstach, Potomac Landings (Garden City, N.Y.: Doubleday Pub., 1921), p. 106; Works Projects Administration, Writers' Program, Maryland, A Guide to the Old Line State (New York: Oxford University Press, 1940), p. 489.

<sup>11</sup> Henry Whitely, "The Principio Company, A Historical Sketch of the First Iron Works in Maryland," in Pennsylvania Magazine of History and Biography 2, nos. 1, 2, 3 (1887).

<sup>12</sup> *Ibid.*, vol. 2, no. 1, p. 63.

<sup>13</sup> *Ibid.*, vol. 2, no. 2, p. 193.

<sup>14</sup> *Ibid.*



At the closing of the Accokeek Furnace, materials and workers were removed to the Principio Company;<sup>15</sup> and it was while traveling on horseback near those iron works in 1760 that Nathaniel Chapman died suddenly.<sup>16</sup> At the time of his death, Chapman owned property in Prince William and Fauquier Counties valued at over 1,300 British pounds.<sup>17</sup> Chapman also owned property in Charles County, where he was residing at the time of his death.<sup>18</sup> Nathaniel Chapman's wife was Constantia Pearson Chapman, a daughter of Simon Pearson, who owned large parcels of land in present Fairfax County. Pearson, one of the founders of Alexandria, owned a site in 1732 on the upper side of Hunting Creek where the area's first tobacco inspection warehouse was established, and where the town of Alexandria was later founded.<sup>19</sup> Nathaniel and Constantia were parents of six children. The eldest, Nathaniel, Jr., (b. 1740) who would have inherited his father's property by right of primogeniture, drowned accidentally at age 21.<sup>20</sup> The next eldest son, Pearson (b. 1745), then became the heir, and his name appears third on the stone tablet affixed to the present mill at Thoroughfare.<sup>21</sup>

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<sup>15</sup> Ibid.

<sup>16</sup> Chapman, History of Chapman and Alexander Families, p. 3.

<sup>17</sup> Inventory of Nathaniel Chapman, recorded in Fairfax County Will Book B, pp. 323-326, "An Inventory of the Goods and Chattels of Mr. Nathaniel Chapman, Gen., Late of Charles County in the Province of Maryland being in the County of Prince William and Colony of Virginia taken and Appraised by us James Tebbs, Thom. Thornton and Benjamin Tyler, Appraisers this 14th Day of April 1761"; appraisal of Nathaniel Chapman's property in Fauquier County by George Nevill, John Bell, Whart Ransdell, and Elias Edmonds, recorded 17 March 1762.

<sup>18</sup> Culbertson, The Hunter Family of Virginia and Connections, pp. 163-78.

<sup>19</sup> Harrison, Landmarks of Old Prince William, p. 405.

<sup>20</sup> Chapman, A History of Chapman and Alexander Families, p. 3.

<sup>21</sup> Ibid.

It is not known whether a mill was erected at Thoroughfare during Jonathan's lifetime, but an inventory of the goods and chattels of Nathaniel Chapman in Prince William County made at the time of Nathaniel's death in 1760 makes reference to a "Parcel of Corn in the Mill," along with 170 bushels of wheat, 83 barrels of corn, and a "Gugeon Mill peck."<sup>22</sup>

According to tradition, George Washington surveyed the land at Thoroughfare Gap in 1748-49, at the request of the Northern Neck Proprietor, Thomas Lord Fairfax.<sup>23</sup> Washington supposedly measured the heights of the Bull Run Mountains on the north and south of Thoroughfare Gap and named them. Pond Mountain, on the south side of the gap, he supposedly named after the large fishing pond formed by the damming of Broad Run.<sup>24</sup> Prior to that naming, Pond Mountain was called South Run Mountain, and before that it was known as "Broken Hills."<sup>25</sup> Washington named the mountain on the north side of the gap Leathercoat Mountain, after "Mother Leathercoat," a woman who, according to legend, operated an inn at the foot of this mountain and always wore a leather apron or overcoat.<sup>26</sup>

Chapman's Mill was standing in 1759 when Fauquier County was formed from Prince William County. Chapman's Mill is seen on the survey by Bertram

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<sup>22</sup> Inventory and appraisal of Nathaniel Chapman's goods and chattels in Prince William County, recorded in Fairfax County Courthouse, W.B. B., p. 323.

<sup>23</sup> William Beverley, "The Story of Thoroughfare Gap," in Fauquier Democrat, 19 Oct 1961, p. 4.

<sup>24</sup> Ibid.

<sup>25</sup> Harrison, Landmarks of Old Prince William, pp. 236-37.

<sup>26</sup> Beverley, "The Story of Thoroughfare Gap".

Ewell showing the property owners along the 1759 division line. The act dividing Prince William specifically refers to Chapman's Mill as a landmark:

That from and immediately after the first day of May next the said county of Prince William shall be divided into two distinct counties, that is to say: All that part of the said county that lies above a line to be run from the head of Bull run, and along the top of Bull run mountains, to Chapman's mill, in Broad run thoroughfare, from thence by a direct line to the head of Dorrel's run . . . and from thence by a direct line till it intersects the nearest part of the line dividing Stafford and Prince William counties, shall be one distinct county, and called and known by the name of Fauquier . . .<sup>27</sup>

The next known record of the existence of Chapman's Mill on a map is the John Henry Map of Virginia, dated 1770.<sup>28</sup> In this map, which was completed in 1768, Chapman's Mill is located entirely in Fauquier County. The boundary line dividing Fauquier and Prince William runs along the east wall of the mill. The mill is shown above Broad Run, far enough away from the stream so that a millrace was necessary. The Bull Run Mountains are indicated on John Henry's map, rising in a northeastern direction from the base of the mill.

. . . Pearson. Pearson Chapman, the next in line to own the Thoroughfare tract, was 15 years old at the time of his father's death. Pearson married Susannah Pearson Alexander, and they had five children.<sup>29</sup> Twins, George and

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<sup>27</sup> William Waller Hening, ed., Hening's Statutes at Large (Richmond, 1820), vol. vii, p. 311, Chapter XXVII, An Act for Dividing the County of Prince William, Feb 1759; Harrison, Landmarks of Old Prince William, pp. 330-31, 345n.

<sup>28</sup> John Henry, A New and Accurate Map of Virginia Wherein Most of the Counties are Laid Down from Actual Surveys. With a Concise Account of the Number of Inhabitants, the Trade, Soil, and Produce of that Province (London, 1770). Copy in possession of Library of Congress; facsimile reprinted with an introduction by Louis B. Wright, The John Henry County Map of Virginia, 1770 (Charlottesville: University of Virginia, 1977).

<sup>29</sup> Chapman, A History of Chapman and Alexander Families, p. 3.



Map. 3. John Henry's Map of Virginia, 1770, showing Northern Virginia and Chapman's Mill. Source: Library of Congress.

John, were born in 1769.<sup>30</sup> In 1770, Pearson Chapman petitioned the Court in Fauquier County for permission to build a water mill on Broad Run.<sup>31</sup> Pearson

<sup>30</sup> Ibid., p. 4.

<sup>31</sup> Fauquier County Minute Book, 1768-1772, p. 170, March Court, 1770; Lee Moffett, Water Powered Mills of Fauquier County, Va. (Berryville, Va.: Virginia Book Co., no date), p. 1.

devised the Thoroughfare tract to John, and upon John's death in 1812, the property passed to his twin brother George.<sup>32</sup>

... John. John evidently lived in Charles County, because, according to a Mutual Assurance Policy underwritten in 1805, John Chapman, a resident of Pomunky, Charles County, Maryland, purchased an insurance policy for his two buildings on his farm called "Thoroughfair Mill," which was then occupied by Benjamin Deane.<sup>33</sup> The property was described as being situated between the land of Edward Carter (Cloverland) on the east and that of Alexander Henderson on the west. The two buildings being insured were a "Merchant Mill" valued at \$8,000 and a saw mill valued at \$500. The insurance declaration was signed by John Chapman, and witnessed by three men, described as being freeholders, who affirmed the declared value of the buildings: John Brown, Matthew Smith, and G. Chapman, Jr. According to a sketch of the buildings on the lower half of the document, the stone-built merchant mill was two stories high, "covered with wood" and measured 46 feet by 40 feet. The two-story saw mill measured 14 feet by 50 feet, and was a wooden frame structure upon a stone foundation. The saw mill sat perpendicular to and either behind or in front of the merchant mill.

... George. George Chapman, who inherited the mill property at Thoroughfare upon his brother John's death in 1812, may have been the first Chapman to live on the land in Prince William County. Land Tax records list a

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<sup>32</sup> Record Book of Land Papers Belonging to George Chapman, Jr., pp. 54-55.

<sup>33</sup> Mutual Assurance Policy of Virginia, No. 42, underwritten for John Chapman, of Charles County, Maryland, 28 Nov 1805, copy in possession of Virginia Historic Landmarks Commission, Richmond, Va.

**R3 V31 9** No 42

I the undersigned John Chapman in the county of Charles City Virginia hereby declare for Assurance in the Mutual Assurance Society against Fire on Buildings of the State of Virginia.

My two Building on My farm called Thoroughfare Mill and one now occupied by Benjamin Deane situated between the land of Edward Bates on the east and that of J. L. H. Head on the west is the county of Prince William Virginia dimension, situation and contiguous to other Buildings or Wharves, what the walls are built of, and what the Buildings are covered with, are specified in the hereunto annexed description of the said Buildings on the plat, signed by me and the appraisers, and is valued by them, as appears by their certificate hereunder, to wit:

The Merchant Mill	marked	Dollars	
at	\$ 800	in eight thousand	Doll.
The Saw Mill	at	500	five hundred
The	Cent		cts
The	D cent		cts
The	E cent		cts
The	F cent		cts
The	G cent		cts
The	H cent		cts

**\$ 1,300**

By eight thousand five hundred Dollars is all I do hereby declare, and affirm, that I hold the above-mentioned Building with the land on which it stands in fee-simple, and that it is not, nor shall be insured elsewhere, and that I will abide by, observe and adhere to the Constitution, Rules, and Regulations, which are already established, or may hereafter be established by a majority of the Insured, or in person, or by representatives, or by the majority of the property Insured, as established either by the persons themselves, or their proxy duly authorized, or their Deputy, as established by law, at any General Meeting to be held by the said Assurance Society; of which any or hereafter may be established by the President and Directors of the Society. Witness, my hand and seal at Thoroughfare Mill 28<sup>th</sup> day of November 1805

J. S. Marble Special Agent. John Chapman (Seal)

WE the undersigned, being each of us Freeholders, declare and affirm, that we have examined the above-mentioned Building of John Chapman and that we are of opinion that it would cost in cash eight thousand five hundred Dollars, at build the same, and that now (after the deduction of eight thousand five hundred Dollars) actually worth eight thousand five hundred Dollars in ready money, as above specified to the best of our knowledge and belief, and the said subscriber has acknowledged before us his above signature, Reading in

J. S. Marble Special Agent. John W. Brown Prince William  
Matthew Smith  
Chapman Junr

A

Stone Merchant Mill two  
 stories high covered with  
 wood - 46 by 40 feet - -

(End of p 111)

B

Two other Buildings  
 one of them was on  
 the same site as the  
 one now on the site

John Chapman  
 John W. Brown  
 Matthew Smith  
 Chapman Junr,

Fig. 2. Mutual Assurance Policy for John Chapman's Mill, 1805. Source: Virginia Historic Landmarks Commission.

George Chapman in Prince William in 1802, 1803, and 1804, owning three tithables and two to three horses.<sup>34</sup> George was married to his first cousin Susanna Pearson Alexander in 1799, and they had 12 children.<sup>35</sup> In 1813, the Land Tax list reveals George Chapman as the owner of a manufacturing mill on 80 acres of land in Prince William County.<sup>36</sup> In 1814, George Chapman, reportedly living in Fauquier County, was the owner of 333 acres and one manufacturing mill on Broad Run in Prince William that he had acquired by the death of John Chapman.<sup>37</sup>

In 1816, George Chapman renewed the insurance policy on the mill property that John Chapman had taken out in 1805.<sup>38</sup> According to the document, the two buildings, a merchant mill and a saw mill, were valued at \$7,450. This figure is a decrease from the 1805 valuation and reflects \$1,050 deducted for depreciation. The actual cost of replacing the buildings, though, was assessed at \$8,500. The declaration was witnessed by John Brown and William Green, both of Prince William County. In the sketch of the outlines of the two buildings being insured in the 1816 policy, the merchant mill is shown to be two stories of stone and one story of wood with a shingle roof. The frame third story was not mentioned in the 1805 policy. A possibility is that the gables were constructed of wood, amounting to a two-story structure with a frame-built uppermost half story,

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<sup>34</sup> Virginia Land Tax Lists, 1802, 1803, 1804.

<sup>35</sup> See Will of George Chapman, Jr., in Record Book of Land Papers Belonging to George Chapman, Jr., p. 25.

<sup>36</sup> Virginia Land Tax Lists, 1813.

<sup>37</sup> *Ibid.*, 1814; Virginia Personal Property Tax Lists, 1814.

<sup>38</sup> Mutual Assurance Policy, No. 2113, dated 30 Jan 1816.





the latter not having been mentioned in the 1805 policy. If the merchant mill had been substantially improved during the intervening time, this would have been reflected in the declared value; and the value would likely have increased, rather than decreased, as happened. In the drawing, the course of Broad Run, flowing past the mills approximately 70 feet away, is clearly shown. Beside and in front of the merchant mill, according to the sketch on the 1816 insurance policy, sat the saw mill, about 6 feet away from the mill and closer to Broad Run than the merchant mill. The saw mill was perhaps only 30 feet away from the stream. Unfortunately, no compass direction is given, so it is difficult to determine whether the mills sat on the north or south side of Broad Run in this drawing. Looking at the present mill site, however, and at various historical plats of the mill property, it appears that a mill was never located south of Broad Run at Thoroughfare.<sup>39</sup> The mills were powered either by a headrace which tapped Broad Run at a point upstream from the mill, according to some sources, or, according to others, by a spring-fed stream flowing from the mountain.<sup>40</sup>

Sometime between 1816, when the Mutual Assurance policy was renewed, and 1827, when George Chapman, Jr. made his will, he apparently constructed another mill building (probably the presently-existing mill). In his will, George Chapman, Jr., specifically gives to his sons John and George the

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<sup>39</sup> Plat drawn by Jos. Horner, 1874, shows Godfrey Ridge's 292-acre patent in 1737 and Jonathan Chapman's subsequent patent of 1742 enlarging the tract to 650 acres. In this plat, there is a two-story building identified as a mill on the north side of Broad Run. A plat drawn in 1878 by Henry Smith showing the land of John Chapman (d. 1866), has a mill located on a headrace above Broad Run.

<sup>40</sup> Ibid.; H. H. Douglas, "Beverley Mill," in Echoes of History, vol. 1, no. 5 (July 1971), p. 79.

Thoroughfare tracts, amounting to upwards of 1500 acres, “. . . with two Wheat Manufacturing Mills thereon to be divided between them.”<sup>41</sup> If the present mill ruin on the north side of the railroad and in Fauquier County is the merchant mill referred to in the 1805 and 1816 insurance policies, then the present mill on the south side of the railroad, partly in Prince William and partly in Fauquier, was probably built sometime between 1816 and 1827. If the merchant mill in the insurance policies is the present mill building (at least in part), then this building (the basement and first story) may date to c1759 for its earliest date of construction.

The Land Tax records for 1815 show that George Chapman’s manufacturing mill, one of eight manufacturing mills in Prince William County, had an annual rental value of \$1,000.<sup>42</sup> His house was valued at \$1,500. In addition, he owned six horses, several dozen slaves, and paid taxes on several articles of furniture considered luxury items.<sup>43</sup> From 1818 to 1822, George Chapman substantially increased his land holdings in Prince William County. He enlarged his 333-acre estate by purchasing 281 acres on Catamount Branch, 467½ acres on Catharpin Branch and other parcels totaling 464 acres.<sup>44</sup> By 1820, Chapman was paying taxes on buildings valued at \$10,000 at the Thoroughfare property. At his death in 1829, George Chapman owned large amounts of land in Prince William and Fauquier counties and in Maryland. Chapman’s estate in

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<sup>41</sup> Will of George Chapman, Jr., in Record Book of Land Papers Belonging to George Chapman, Jr., p. 25.

<sup>42</sup> Land Tax List, 1815.

<sup>43</sup> Personal Property Tax List, 1815.

<sup>44</sup> Land Tax Lists, 1818-1822.

Fauquier County included three farms, Meadowville, Privado, and Cherry Hill.<sup>45</sup> The 27 slaves at Meadowville had a total value of \$4,600. In addition, there were cattle, horses, hogs, and sheep at Meadowville, and a variety of farm implements. Privado had nine slaves, in addition to an array of farming tools and an assortment of livestock. Cherry Hill, the smallest of the three farms, had three slaves, in addition to several horses, some cows, and a small amount of farm gear. Altogether, the Fauquier estate was appraised at \$8,892.77. In Prince William, at Thoroughfare and the adjoining farm, there were 45 slaves, worth over \$9,700. Household furniture, which included some valuable items, namely a pianoforte, a sideboard with a marble top, a mahogany secretary, settees, chairs, a sofa, two mahogany bedsteads, and an heirloom clock “from Pomonkey, “ were appraised at over \$800. Silver, glass, and service pieces, including a coffee and tea set valued at \$120, were also counted. The Chapmans had a carriage worth \$125 and quite a large amount of livestock. George Chapman’s library of over 300 volumes which he left, along with the mansion house and garden to his single daughters, was valued at over \$400.<sup>46</sup> All told, Chapman’s personal property at his Thoroughfare residence, which later came to be known as Meadowland, was appraised at \$12,863.15.<sup>47</sup>

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<sup>45</sup> An Appraisement of the Estate of Mr. George Chapman dec’d. in Fauquier County made 14th December 1829 in Prince William County, 16th December 1829, recorded in Prince William County Will Book N, pp. 356-361.

<sup>46</sup> Will of George Chapman, Jr.

<sup>47</sup> Appraisal of George Chapman, Jr.’s estate in Prince William County, Will Book N, pp. 358-361.



John and George, born in 1819 and 1820 respectively, the two sons who together inherited the mills with upwards of 1500 acres at Thoroughfare, were still quite young when their father died in 1829. Of the 12 Chapman children, at least four were still too young to leave home. George, Jr., allegedly Mrs. Chapman's favorite child, died in 1854, and Mrs. Chapman died in 1856.<sup>48</sup> The property that George (the son) had inherited at Thoroughfare was never divided among the surviving children, a fact which was subsequently revealed in a lengthy lawsuit to settle the estate of John Chapman many years later.<sup>49</sup>

In 1835, Joseph Martin in his Comprehensive Description of Virginia and the District of Columbia, speaks of Broad Run at Thoroughfare Gap as "one of the best streams in this section of country for size and constancy. . . . Upon this stream there are 2 manufacturing flour mills, running 3 pairs of buhrs, and which jointly manufacture from 20 to 30,000 bushels of wheat annually."<sup>50</sup>

Of Thoroughfare Gap, Joseph Martin wrote that it resembled Harper's Ferry on a smaller scale, with two mountain streams, tributaries of Broad Run, uniting at the base of the mountain and rushing together "with great velocity over a rocky bed."<sup>51</sup> With an acute eye for the wild and natural scenery evident in Northern Virginia in 1835, Martin describes the mountain pass at Thoroughfare Gap in the Bull Run Mountains: "The western side of the mountain presents an

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<sup>48</sup> Land Tax Lists, 1855, 1857.

<sup>49</sup> Horner vs. Chapman, Chancery Suit No. 304, Fauquier County, 1867.

<sup>50</sup> Joseph Martin, A New and Comprehensive Gazetteer of Virginia and the District of Columbia: Containing a Copious Collection of Geographical, Statistical, Political, Commercial, Religious, Moral and Miscellaneous Information (Richmond: J. W. Randolph, 1835), p. 275.

<sup>51</sup> Ibid.

abrupt precipice of granite rock, while the trees grow to the summit. On the east in the gap of the mountain, the rocks lie scattered in wild confusion of nature. Near the gap is a spring issuing from under a great rock, of the purest and best water, which is not increased or diminished in any season. It stands on the road side and is by travellers regarded as the ‘Diamond Spring, in Palestine.’”<sup>52</sup> This picture of industry existing and thriving amid a scenic, bountiful, and unspoiled wilderness persisted up to the middle of the 19th century, when the building of the railroad through the gap forever changed that “gloomy cleft in the mountains.”

It appears from Martin’s Gazetteer and the Land Tax records that the Chapmans’ milling business continued to prosper even after the death of the patriarch George Chapman.<sup>53</sup> The two mill properties, each totaling about 600 acres, that had been willed to George Chapman’s sons George and John continued to be listed in the Virginia tax rolls of the 1830s, each having buildings valued at \$6,000. In 1836, Susanna P. Chapman (Mrs. Chapman, George Chapman’s widow) was allotted 199¼ acres for her dower, for use during the remainder of her life. This acreage was subtracted from her son George’s inheritance, and at Mrs. Chapman’s death in 1856, that property was returned to the estate of George, who had predeceased his mother in 1854. In 1840, the value of the buildings on the Chapmans’ land at Thoroughfare was reduced by about half (\$3,000 for John, \$2,000 for George, and \$1,500 for Mrs. Chapman), reflecting a State policy of reassessing properties at a lower value after the depression of 1837. In 1842, a

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<sup>52</sup> Ibid.

<sup>53</sup> Land Tax Lists, 1836-1857.

large building on John Chapman's property appears to have burned or otherwise been destroyed, because the assessment is reduced from the previous year's \$3,000 to \$300. This suggests that a fire may have occurred, destroying the mill but leaving intact a residence or other building having little value. Judging by the tax rolls, John's mill (if it was a mill) was apparently not rebuilt until 1850 or 1851, because in 1851, John's tax bill reflects an added value of \$2,300 for buildings. In 1853, the added value for buildings is increased by another \$1,224. In 1857, the total value of the buildings on John's property was \$3,600.

On the other hand, something happened to reduce the value of buildings on George's property in 1848, for in that year, the tax rolls show no buildings where previously George Chapman had been assessed for buildings valued at \$2,000. The tax lists thereafter show no buildings on George's property until 1858, when the dower that had been allotted to Mrs. Chapman (including residence), owing to her death, was returned to the estate of George Chapman.

. . . John Chapman, Rebuilt A.D. 1858. John Chapman is listed in the 1850 Industrial Census as owner of a "manufacturing and grist mill" at Thoroughfare.<sup>54</sup> His total capital investment in real and personal estate is given at \$3,000. Raw materials on hand were valued as follows: 6,000 bushels of wheat @ \$5,400; 800 bushels of corn @ \$400; and 40 tons of "plaister" @ \$270. The water-powered mill operated two pairs of burrs for crushing wheat, one pair of stones for grinding corn, and one pair of stones for grinding "plaister." Chapman

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<sup>54</sup> Record Group 29, Records of the Bureau of the Census, Products of Industry During the Year Ending June 1, 1850, vol. 2, Prince William County, pp. 129-30, National Archives, Washington, D.C.

employed two male workers, paying each a \$30.00 per month average wage. The mill's annual production amounted to 1,320 barrels of flour, valued at \$5,940; 900 bushels of meal, valued at \$540.00; and 1,040 bushels of ground plaster, valued at \$330.00.

Between 1850 and 1860, John Chapman's capital investment had increased from \$3,000 to \$38,000.<sup>55</sup> In 1860, Chapman reportedly owned a merchant and grist mill valued at \$30,000 and a plaster mill valued at \$8,000. The raw materials on hand were: 3,000 bushels of wheat, 16,200 bushels of corn, and 200 tons of plaster (limestone). The value of the wheat was \$4,500, of the corn \$12,150, and the plaster \$1,060. The mills were still being powered by water, but there is no record of the machinery employed for crushing and grinding the products. One male employee, earning \$25.00 per month, was reported working in the merchant and grist mill, and one male employee in the plaster mill, earning \$20.00 per month. The annual product and its value was given as follows:

666 barrels of flour @ \$5,000  
28,800 bushels of meal @ \$15,600  
200 tons of ground plaster @ \$1,360

John Chapman was a farmer as well as a mill owner. Between 1850 and 1860, he substantially improved both his mill property and his farm. During this time, Chapman added two stories to his mill, thus enabling him to process and store more wheat, corn, rye, and other grain. In addition, he may have begun to operate his deceased brother George's upper mill, probably as a plaster grinding

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<sup>55</sup> U.S. Census of Industry, 1860.



mill. This operation was in part facilitated by the construction of the railroad past the mill, from the Shenandoah Valley through Thoroughfare Gap and by way of Manassas Junction to Alexandria. In 1850, Chapman's 625-acre Thoroughfare Gap property consisted of 200 acres of improved land and 425 acres of unimproved land. The total value of the farm was reported to be \$32,000. The value of Chapman's livestock was estimated at \$1,660. In mid-1850, Chapman had 300 bushels of wheat, 100 bushels of corn, and 300 bushels of oats on hand. His 70 sheep had produced 233 lbs. of wool. He reported owning seven horses, six milk cows, six working oxen, 25 other cattle, and 20 swine.<sup>56</sup> In 1860, Chapman reported that 300 acres of his farmland were improved, an increase of 100 acres under cultivation over the 10-year period. The farm's total value had increased to \$42,500, a rise in value of \$10,500 over the previous decade. Chapman owned 12 horses, 12 milk cows, eight working oxen, 49 other cattle, 70 sheep, and 60 swine.<sup>57</sup>

### The Manassas Gap Railroad

The building of the Manassas Gap Railroad through Thoroughfare Gap in 1852 had a profound effect on the Chapman Mill. The coming of the railroad drew to a close the era of the turnpike, which for many years had dictated the transportation of agricultural products to their markets. Prior to the arrival of the railroad, wagons from the upper Shenandoah Valley and other points in Warren, upper Fauquier, and western Prince William counties, drawn by horses or oxen

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<sup>56</sup> U.S. Census of Agriculture, 1850, Fauquier County, p. 223.

<sup>57</sup> U.S. Census of Agriculture, 1860, Prince William County, p. 5.

and laden with wheat, corn, and buckwheat, would stop at a mill en route to Alexandria. There they would have their products ground into flour, meal, and feed. Then the wagoners would laboriously proceed on to Alexandria. With the coming of the railroad, wheat and other grains could be processed at a mill near the production points and then shipped by train to markets in Alexandria, or to Fredericksburg, Georgetown, or even to Baltimore. This new system both reduced the farmer's transportation time and significantly changed the then-existing marketing system.

In 1850, Edward C. Marshall, James W. Foster, Alfred Rector, and Thomas H. Boswell, all Fauquier County residents, chartered the "Manassas Gap Railroad Company."<sup>58</sup> Edward Carrington Marshall, the company's president, was a member of the Virginia Legislature in 1834, a farmer, and the youngest of Chief Justice John Marshall's five sons.<sup>59</sup> The group was seeking a better means of transporting their agricultural products to markets along the east coast. The group had earlier failed in an effort to promote the building of a turnpike from Front Royal, through Manassas Gap in the Blue Ridge Mountains and across northern Fauquier County, to Thoroughfare Gap.<sup>60</sup> Turnpikes had been built to the north and south of the selected route--through Ashby's Gap and from Warrenton--thus threatening to isolate the agriculturally productive upper Fauquier County.

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<sup>58</sup> Harrison, Landmarks of Old Prince William, p. 588.

<sup>59</sup> Clara S. McCarty, The Foothills of the Blue Ridge in Fauquier County, Virginia (Warrenton, Va.: The Fauquier Democrat Pub. Co., 1974), p. 105.

<sup>60</sup> Harrison, Landmarks, p. 589.

The Manassas Gap Railroad was planned to originate at a point in Prince William County which would later become the town of Manassas. There the Manassas Gap Railroad would link up with the Orange and Alexandria line, then under construction from Alexandria to Orange, Va., by way of Culpeper, and would use that railroad's tracks from Manassas Junction to Alexandria. From Manassas Junction, the Manassas Gap was planned to go northwest through Prince William and Fauquier counties to Front Royal at the top of the Blue Ridge Mountains. Crossing at Manassas Gap (from which the railroad received its name), the railroad would proceed to the town of Strasburg at the top of the Shenandoah Valley. From Strasburg, the railroad was to travel up the valley to Harrisonburg.<sup>61</sup>

By the end of 1852, the railroad had been completed from Manassas Junction to Markham, a distance of about 35 miles. A year later, the railroad was completed to Front Royal. Completion of the dozen miles between Front Royal and Strasburg took almost a whole year because of construction difficulties. In 1853, as a result of an alleged dispute over how much the Orange and Alexandria Railroad Co. would charge the Manassas Gap Railroad Co. to use its (O & A's) tracks from Manassas Junction to Alexandria, the owners of the Manassas Gap Co. decided to construct an "independent line" to Alexandria from Gainesville, thus bypassing the Orange and Alexandria and making a direct route into Alexandria by way of Sudley Springs and Fairfax Court House.<sup>62</sup> This railroad

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<sup>61</sup> Ibid.

<sup>62</sup> Ibid., p. 592.

and another branch which was to have gone north into Loudoun County were never finished; the grading and masonry for the Independent Line were only about



Map 4. Manassas Gap Railroad. September 1855.

Source: Library of Congress.

Map shows route from Gainesville as planned in 1855 but which was not built.

half completed, construction having been slowed because of money shortages, when the outbreak of the Civil War in 1861 halted construction altogether. The

railroad's main line to Strasburg was completed by October 1854, and the 51 remaining miles between Strasburg and Harrisonburg were half completed at the beginning of the Civil War.<sup>63</sup>

The Manassas Gap Railroad became the first railroad to carry troops into battle when in July 1861, reinforcements from Gen. Joseph E. Johnston's Army of the Shenandoah were transported to the Manassas battlefield.<sup>64</sup> During the war, control of the railroad shifted back and forth from Confederate to Federal occupation, as the two armies fought over it. The railroad was an important supply line for the Confederate troops in and around Manassas.<sup>65</sup> After the war, the Manassas Gap Railroad, which had existed from 1850 to 1866, and had operated during that time except for the war years, was merged with the Orange and Alexandria Railroad Co. By 1898, that company had been acquired by the Southern Railroad Co., which still exists.<sup>66</sup>

The Manassas Gap Railroad Co. may or may not have compensated property owners whose land was used for the right-of-way. If an owner objected to his property's being taken, the railroad company might simply skirt the

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<sup>63</sup> McCarty, The Foothills of the Blue Ridge, p. 108; Harrison, Landmarks, p. 589.

<sup>64</sup> McCarty, Foothills of the Blue Ridge, p. 108; Joseph Mills Hanson, Bull Run Remembers: The History, Traditions, and Landmarks of the Manassas (Bull Run) Campaigns before Washington, 1861-1862 (Manassas: National Capital Publishing, Inc., 1957), pp. 3, 26-27; Gen. Joseph E. Johnston, C.S.A., Narrative of Military Operations, Directed During the Late War Between the States (New York: D. Appleton & Co., 1874), p. 36.

<sup>65</sup> Hanson, Bull Run Remembers, p. 72; McCarty, Foothills of the Blue Ridge, p. 108.

<sup>66</sup> McCarty, Foothills of the Blue Ridge, p. 109.

property.<sup>67</sup> In some cases, the Manassas Gap Railroad Co. compensated property owners who consented to the taking for the right-of-way. In other cases, there was apparently no monetary payment.<sup>68</sup> According to one source, the coming of the Manassas Gap Railroad through Fairfax County (the unfinished “independent line”) was so welcomed by some farmers that they donated the services of their slaves for construction of the railroad in the vicinity of their property.<sup>69</sup> Some property owners probably hired out their slaves to work on the railroad. Not everyone welcomed the railroad, however. Many feared for their safety and the safety of their slaves and livestock, and were afraid that sparks from the engine might burn their houses or barns.<sup>70</sup> According to the court-recorded property transfers, the railroad was responsible for any fires caused by the trains.<sup>71</sup>

John Chapman may have been compensated for the railroad’s taking of his property for a right-of-way. Testimony taken by one of Chapman’s sisters, in a court document relating to the suit over John Chapman’s estate after his death, asserts that John Chapman was compensated for the railroad’s taking of some land of their deceased brother George, and that John had not shared that money with the other brothers and sisters who were also heirs of George.<sup>72</sup> Another source claims that John Chapman actually paid the railroad company \$2,000 to

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<sup>67</sup> Interview with E. R. Conner, Historian and Director of Manassas Museum, Dec 1980.

<sup>68</sup> Interview with Liz Prior, Historian, Fairfax County History Program, Dec 1980.

<sup>69</sup> Ibid.

<sup>70</sup> Ibid.

<sup>71</sup> Susan P.A. Chapman, et. al., to Manassas Gap Railroad Co., Prince William County D.B. 21, p. 203.

<sup>72</sup> Horner vs. Chapman, Chancery Suite No. 304, Fauquier County, petition of Frances A. Williams and Helen M. Swann, 15 May 1883.

build the railroad so as to serve Chapman's mills, instead of along another course that the company had chosen, a route which would not have gone right by the Chapman Mill, as it does.<sup>73</sup> Indeed the railroad may have run alongside, or have even supplanted, an old county road which bypassed the present mill on the north. In an account of John Chapman's estate at his death, it was revealed that he owned 30 shares of Manassas Gap Railroad stock. Possibly, Chapman had purchased this stock in the railroad to demonstrate his support of the project.<sup>74</sup>

#### Mill Rebuilding, 1853-1858

One year after the railroad bed had been completed past Chapman's Mill, John Chapman embarked on a major project to enlarge his mill.<sup>75</sup> John Chapman seems to have been a builder who was fascinated with the beauty and strength of stone. The rebuilding of his mill in 1853-58 on the foundations of his existing mill, with the addition of two full stories, illustrates Chapman's attitudes toward stone as a building material. Certainly, it was the most abundant, durable building material available. Huge blocks of stone went into the mill's upper walls. According to one account, trestles were built to meet the mill from the mountainside quarry behind the mill, and the shaped blocks of stone were slid along the trestles to their places in the mill's walls.<sup>76</sup> Slave labor was said to have been used to construct the structure. Master stonemason Burr Powell reputedly

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<sup>73</sup> W.P.A. Historical Inventory No. 37, "Beverley Mill," research made by Susan R. Morton, 28 June 1937.

<sup>74</sup> Inventory of John Chapman's Estate, recorded 2 April 1866, Prince William County W.B. R, p. 51.

<sup>75</sup> Virginia land Tax Lists, 1853-1858.

<sup>76</sup> Moffett, Water-Powered Mills, p. 1.

supervised the mill's rebuilding.<sup>77</sup> Powell may have originally come from Loudoun County, but it is believed that his residence was at Antioch, near Waterfall, in the Bull Run Mountains, a few miles north of Thoroughfare. A small stone house on the road to Hopewell Gap is thought to have been Powell's residence.<sup>78</sup> At about the same time as he reconstructed the mill, Chapman may have built a railroad siding to serve the mill (or mills), for loading and unloading cars.<sup>79</sup> According to one source, the rebuilding of the mill was made necessary by a fire of undetermined origin which in about 1858 destroyed the mill's interior and machinery.<sup>80</sup> Fires in mills were common occurrences, and regardless of the presence of the railroad, the mill might have had to be rebuilt. The extent of the rebuilding, with the addition of two stories to an already 2½-story structure on a high basement, may have been in part a response to the increased volume of business that the railroad would have fostered. The railroad enabled the mill to process limestone for fertilizer on a much larger scale than it had been able to handle previously.<sup>81</sup> The records of the Industrial Census confirm that Chapman was processing more limestone for "plaister" in 1860 than he had been doing in 1850.<sup>82</sup> In 1850, Chapman employed one pair of stones to grind 40 tons of limestone (also known as "lump plaister," or "plaister") into 1,040 bushels of ground plaster. At that time, Chapman had a total of \$3,000 invested in his

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<sup>77</sup> Douglas, "Beverley Mill," p. 80.

<sup>78</sup> Virginia Historic Landmarks Commission, Architectural and Historic Sites Survey, Powell-Allen House 76-206, in Prince William County.

<sup>79</sup> Dorothy V. Knibb, "185-Year Old Mill Is Still a Going Small Business," reprinted from Domestic Commerce 33, no. 12 (Dec 1945): 7-8; reprint, source unknown.

<sup>80</sup> Douglas, "Beverley Mill," p. 80; Knibb, "185-Year-Old-Mill."

<sup>81</sup> Knibb "185-Year-Old-Mill."

<sup>82</sup> U.S. Census of Industry, Prince William County, 1850, p. 129, 1860, p. 327.



manufacturing and grist mill. In 1860, Chapman reported a capital investment of \$30,000 in merchant and grist mills and \$8,000 in a plaster mill. In 1860, he ground 200 tons of limestone. Chapman may have been able to increase the plaster-grinding by converting his deceased brother George's grist mill, the upper mill, for grinding plaster. In 1860, Chapman reported grinding five times as much plaster as he had been processing 10 years earlier.<sup>83</sup> Chapman was also grinding 20 times more corn meal than he had reported 10 years earlier, but was grinding only half as much wheat into flour as he had ground in 1850. In 1850, Chapman was employing one pair of stones to grind 800 bushels of corn, and two pairs of burrs to grind 6,000 bushels of wheat. In 1860, he reported grinding 16,200 bushels of corn, and only 3,000 bushels of wheat. In 1850, Chapman had two male employees earning an average wage of \$30.00 per month; in 1860, he had one male employed in the merchant and grist mill earning \$25.00 per month wages, and one male employed in the plaster mill earning \$20.00 per month.<sup>84</sup>

#### Chapman's Mill During the Civil War

During the fall and winter of 1861-62, Chapman's Mill became the site of a large meat-packing plant, established by the Confederate Army's Subsistence Department. The location of this facility at Thoroughfare, so close to Centreville, Manassas, Bull Run, and the war's front lines, was thought unwise by at least one Confederate military leader, Gen. Joseph E. Johnston, commander of the Department of Northern Virginia. In his memoirs, Johnston notes that the facility

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<sup>83</sup> Ibid.

<sup>84</sup> Ibid.

was a “great encumbrance” and should have been located away from the frontier.<sup>85</sup> At the beginning of March 1862, more than 2 million pounds of meat were being cured or in storage at Thoroughfare, in addition to large herds of hogs and cattle.<sup>86</sup> The meat was stored in the mill. Enclosures and other structures were built to control the large herds of hogs and cattle brought to Thoroughfare Gap to be used to feed the thousands of Confederate troops stationed in Manassas over the winter. When the order came in March 1862 for the Confederate Army to evacuate this part of Northern Virginia, the large stores of meat and herds of cattle and hogs at Thoroughfare Gap were dealt with hastily; whatever could not be carried away by the evacuating army was given away to civilians or destroyed.<sup>87</sup> Departing Confederate troops, en route through the Gap, set fire to the mill, burning the remaining meat inside the mill, to prevent its use, or the use of the mill, by the Union Army.<sup>88</sup>

John Chapman was paid over \$1,300 by the Confederates for the use of his property as a meat processing facility, and for materials, rent, and other services relating to the establishment of the plant.<sup>89</sup> Chapman received \$150 rent for three houses, \$500 “rent as per contract,” probably for the use of the mill, and \$100 rent for the use of his fields. He was paid \$248 for 22 days of hauling and for 72 cords of wood. Lumber and other building materials for which Chapman was paid

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<sup>85</sup> Johnston’s Narrative, pp. 98-99, 104-105; Hanson, Bull Run Remembers, pp. 71-72.

<sup>86</sup> Ibid.

<sup>87</sup> Hanson, Bull Run Remembers, p. 72; Johnston’s Narrative, p. 103.

<sup>88</sup> Douglas, “Beverley Mill,” p. 81; Bull Run Remembers, p. 72.

<sup>89</sup> Microcopy #346, roll 158, Confederate Papers Relating to Citizens or Business Firms, National Archives, Washington, D.C.

approximately \$430 included logs, rafters, posts, and plates, which were probably used to construct the animal enclosures and slaughtering facilities. Miscellaneous items included reimbursement for tools and the use of the blacksmith shop, and for payment for grain, flour, and hay to feed livestock and soldiers.

In May 1862, a few months after the Confederates departed the Northern Virginia territory they had occupied during the winter of 1861-62, John Chapman signed a "Parole of Honor," pledging on his honor not to take up arms against the U.S. Government, nor to aid or abet its enemies in any way. This declaration, signed at Manassas, enabled Chapman, a prisoner of war, to be released on his "parole." If he violated the oath of honor, Chapman was liable to be shot on the spot.<sup>90</sup>

A little over a year after Chapman signed his parole of honor, he alleged, in a suit filed in 1864 against the United States, a claim for "property taken and destroyed, that in July and October 1863, Union soldiers under Brigadier General Buford and other officers camped in the vicinity of the village of Thoroughfare and committed outrages against his person by arresting him without cause and holding him prisoner."<sup>91</sup> "They burned some of his buildings, damaged the machinery of his Mill, destroyed his farming Utensils, killed and carried off his stock, and committed almost every kind of depredation in the aggregate to the sum of \$5194.59 cts."<sup>92</sup> Damage done to the mill included the breaking of

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<sup>90</sup> Microcopy #345, roll 49, Union Provost Marshal's File, National Archives, Washington, D.C.

<sup>91</sup> Microcopy #346, roll 158, National Archives.

<sup>92</sup> Ibid.

windows and sash, burning of the mill's roof, and destruction of a mill hopper, fan, corn conveyor, gleaner, two corn wheels, a derrick, a circular saw, and destruction of Chapman's wheat manufacturing business. In addition, they took a 3-year-old colt valued at \$1,000, killed or carried off two hogs worth \$550 and a steer worth \$1,175, and took \$250 worth of bacon. According to Chapman's suit, the Union soldiers burned one house valued at \$600, took siding worth \$100 off another house, destroyed a blacksmith shop worth \$100, and destroyed a large cart for hauling logs with tackle for six horses valued at \$350.

At the same time as he filed suit against the U.S. Government on his own behalf, John Chapman filed a suit on behalf of his deceased brother George, who had died in 1854 owning property and a mill near Thoroughfare.<sup>93</sup> The claim for damages done to George's property totaled \$1,461. This was for property "carried off and otherwise destroyed" by the United States Army in July 1863, when this army encamped in and around Thoroughfare.<sup>94</sup> The damage done to the mill on George's property included destruction of weights, grain elevators, and buckets, in the amount of \$686, broken windows in the amount of \$110, and about \$30 worth of miscellaneous damage done to mill machinery. The list also included a claim for 2,000 rails burned, valued at \$200, loss of \$250 worth of hay, loss of horses valued at \$200, and damage done to buildings.<sup>95</sup>

Apparently none of the Chapman property in and around Thoroughfare escaped destruction in 1863 by the Union army. At the same time as he filed suits

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<sup>93</sup> Ibid.

<sup>94</sup> Ibid.

<sup>95</sup> Ibid.

on his own behalf and on behalf of his deceased brother George, John Chapman also filed a suit on behalf of his deceased brother Dr. Alexander Chapman, who had died during the Civil War, in possession of a farm in Fauquier County, just west of the Gap.<sup>96</sup> The losses there amounted to \$8,000, greatly reducing the value of Dr. Chapman's farm, as was related in the records of a suit to settle Dr. Chapman's estate in the late 1860s.<sup>97</sup>

It is not known whether the U.S. Government reimbursed the Chapmans for their losses as enumerated in the above three suits. It has been said that the maltreatment John Chapman received by the Union soldiers and their destruction of his property caused him to have a mental breakdown.<sup>98</sup> He died in December 1866 in the Western Lunatic Asylum at Staunton, Va., where, it is supposed his family had had him committed sometime before 1865.<sup>99</sup> According to a court deposition taken in a suit to settle Chapman's estate, John Chapman "became a lunatic in 1862 [sic] in consequence of the destruction of his property and maltreatment by the Federal soldiers, and died intestate in 1866."<sup>100</sup>

#### The End of the Chapman Family Ownership

Chapman died without leaving a will, and owing over \$25,000 to various persons to whom he was indebted.<sup>101</sup> By 1869, Chapman's indebtedness totaled

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<sup>96</sup> Ibid.

<sup>97</sup> Glascock vs. Chapman, in Chancery, Fauquier County, 1866.

<sup>98</sup> Horner vs. Chapman.

<sup>99</sup> Inventory of John Chapman's Estate.

<sup>100</sup> Horner vs. Chapman.

<sup>101</sup> Ibid.

\$31,042.09.<sup>102</sup> The worth of Chapman's personal property, valued at \$1,500, was not enough to settle his debts, and so in 1867, a chancery suit was brought in the Prince William County Circuit Court by Chapman's creditors and heirs.<sup>103</sup> The objects of the suit were to pay off Chapman's debts, provide Chapman's widow, Ellen M. Chapman, with her dower, and divide the remainder of the estate among the heirs. The real estate that Chapman owned at his death was sold to help pay off his debts.<sup>104</sup> As ordered by the Court, the Commissioners appointed in the case advertised the sale of the property in the Alexandria Gazette and other newspapers in 1867.<sup>105</sup>

As no bidders appeared for the auction in 1867, it was advertised again in 1870. D. W. Whiting, Editor of the Prince William Advocate, carried the following advertisement for the sale in 1870:

Thoroughfare Mill for  
Sale

On THURSDAY, the 6th day of October, 1870, by virtue of a decree of the Circuit Court of Prince William County, pronounced at the October term, 1867, in the suit of Horner et al vs. Chapman, the undersigned, as commissioners of sale, will offer to the highest bidder, on the premises,

At 3 O'Clock p.m.,  
that splendid Mill Building and Water Power, also the Saw Mill Building and Water Power, known as the

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<sup>102</sup> Ibid.

<sup>103</sup> Ibid.

<sup>104</sup> Ibid.

<sup>105</sup> Alexandria Gazette and Virginia Advertiser, 26 Oct 1867.

Thoroughfare Mill,

lately the property of John Chapman,  
deceased, Said property is situated  
at. . .<sup>106</sup>

The advertisement describes the property as being located on the Manassas Gap Railroad, with switch for loading and unloading, 42 miles from Alexandria and accessible by railroad to Washington and Baltimore. The five-story-high building, with basement, according to the advertisement, could easily be converted for use as a cotton or woolen factory. Two tracts of land, each totaling about 300 acres, one adjoining the mills, on the south side of the Manassas Gap Railroad, were advertised for sale in the same circular.<sup>107</sup> There being no bidders, the property was not sold at public auction. Instead, in 1871, the Commissioners privately sold John Chapman's mill and about 500 acres on the south side of the Manassas Gap Railroad to Robert Beverley and William Beverley for \$13,350.<sup>108</sup> At the same time, and perhaps because the sale of John Chapman's property was not enough to pay Chapman's debts, 60 acres of a tract of 735 acres on the north side of the railroad that belonged to the estate of George Chapman (d. 1854), and in which John Chapman had an interest, were carved out and also sold to Robert and William Beverley.<sup>109</sup> Upon this second parcel was a house known as the Roach House. Incidentally, the mill property of the deceased George Chapman had been offered for sale at public auction in 1867, at the same time as John

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<sup>106</sup> Prince William Advocate, 17 Sep 1870[?].

<sup>107</sup> Ibid.

<sup>108</sup> Horner vs. Chapman.

<sup>109</sup> Ibid.

Chapman's mill property had been advertised. In the circular for the sale of George Chapman's "upper mill," published in the Alexandria Gazette & Virginia Advertiser, the upper mill was described as being "situated in Fauquier County, Va., on the Manassas Gap Railroad, 42 miles from the City of Alexandria. It is four stories high, and is constructed for grinding wheat, corn and plaster; and is supplied by a never failing stream without the aid of a dam."<sup>110</sup>

The suit Horner vs. Chapman, in which John Chapman's heirs and creditors sued his estate to collect money owed them, revealed other interesting facts about John Chapman besides the fact of his mental illness which befell him towards the end of his life. John and his brother George, who predeceased John by 12 years, had in 1830 jointly inherited from their father property containing mills at Thoroughfare. In his will, dated 1827, George Chapman, Jr. (he went by George Chapman, Jr., though his father's name was Pearson) willed the Thoroughfare Tract "containing upwards of 1500 acres lying in Prince William and Fauquier Counties with two Wheat Manufacturing Mills thereon to be divided between them according to quantity and quality, giving each a Mill."<sup>111</sup> The mansion house at Thoroughfare, along with the garden and library, were to be given to the single daughters. At the time he made his will, George Chapman had six sons and six daughters. George's son George died intestate in 1854, thus making his brothers and sisters heirs. In Horner vs. Chapman, a suit over John Chapman's estate which was begun in 1867 and was not concluded until 1882

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<sup>110</sup> Alexandria Gazette and Virginia Advertiser, 25 Oct 1867.

<sup>111</sup> Will of George Chapman.



with the disposition of the final piece of property in which John Chapman had an interest, it is revealed that George's estate was never divided and that from 1854 to 1862, John Chapman had complete control over his brother's property.<sup>112</sup> During that time, according to John's sisters Frances A. Williams and Helen M. Swann, John rented out the land and houses on his brother's property and collected the rents for his own use. For a time, according to the two sisters, John rented out the mill on his brother's property and received all the income from it. During other years, John operated the mill "to the exclusion of [the living brothers and sisters] and never paid any part of the rents so received, or accounted for the use and occupation of the mill to any of his copardners."<sup>113</sup> Moreover, the petitioners claimed, John Chapman received money for the condemnation of a railroad right-of-way through George's property by the Manassas Gap Railroad Company and never accounted for or paid any part of the money to his co-heirs.<sup>114</sup> John would seem to have been selfish, dishonest, and single-minded, judging by the opinion of his sisters.

Sometime between September 1867 and April 1868, Col. Robert Beverley, who was a moderately wealthy farmer living at Avenel, near The Plains, in Fauquier County, and lately the purchaser of John Chapman's estate, offered to buy the 891-acre estate of Dr. Alexander Chapman, John Chapman's brother who had died in 1862.<sup>115</sup> In 1869, the estate, located in Fauquier County, near The

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<sup>112</sup> Horner vs. Chapman.

<sup>113</sup> Ibid.

<sup>114</sup> Ibid.

<sup>115</sup> Glascock vs. Chapman.

Plains and about 8 miles west of Thoroughfare Gap, was sold to Robert Beverley at a sacrifice, according to some contemporary accounts, for \$30 per acre. The price was fair, according to others, because the farm had been totally destroyed during the Civil War.<sup>116</sup>

In 1878, Robert Beverley, having paid for the John Chapman property at Thoroughfare, requested of the then-Commissioner for the estate of John Chapman, Eppa Hutton, Jr., that a metes and bounds survey of the property Beverley had purchased be made. At the same time, Beverley asked for the deed to the property, made out to William Beverley, Jr. This would seem to confirm that William Beverley, Jr. received the mill as a gift from his grandfather.<sup>117</sup>

#### Chapman's Mill Becomes Beverley's Mill

Shortly after acquiring the mill, and before the final payment was made and the deed for the property issued, the Beverleys, Robert and his son William, began to rebuild the mill, perhaps using some of the building materials--lumber and iron--they might have purchased from the sale of John Chapman's estate.<sup>118</sup> Repairing the damage that had been done to the mill during the Civil War and completing the work that John Chapman, in his rebuilding in 1858 had been unable to finish, the Beverleys began to operate the mill as a plaster mill, grinding limestone into fertilizer.

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<sup>116</sup> Ibid.

<sup>117</sup> Commissioner of John Chapman's Estate to William Beverley, Jr., Prince William County D.B. 40, p. 442, 15 Nov 1878.

<sup>118</sup> Appraisal of the Personal Estate of John Chapman, decd., returned 6 Jan 1868, Prince William County W.B. R, p. 386.

In 1880, when the 10th U.S. Census was made, Beverley and Son were found to be owners of a limestone grinding mill, with a capital investment in the mill of \$20,000.<sup>119</sup> Twelve hands were employed at the mill, which operated fulltime for 8 out of 12 months between May 1879 and May 1880. Some sources say that the unprocessed limestone was shipped to Alexandria from Nova Scotia and brought by train to the mill.<sup>120</sup> Others say that the Beverleys owned a limestone quarry in Winchester and that the rock was brought from Front Royal by the former Manassas Gap Railroad to be ground at the mill.<sup>121</sup> A diary kept by William Beverley reveals that in 1877, the Beverleys were shipping plaster by rail to Baltimore, Richmond, Lynchburg, Norfolk, Alexandria, Manassas, and Warrenton.<sup>122</sup> The Beverleys were also doing business in North and South Carolina and in Georgia. According to William Beverley's diary, as many as seven 14-ton boxcars at a time were waiting on the mill siding to be loaded. Among the employees were four grinders, three packers, one miller, and a manager.<sup>123</sup> The mill's manager during the Beverley ownership was Hugh White, a wheelwright who also acted as the mill's traveling agent.<sup>124</sup> According to the 1880 Industrial Census, the average day's wages for a skilled mechanic at the mill were \$1.30, and for a laborer the rate was \$.50 per day. Beverley Mill paid a total of \$800.00 in wages in the year ending May 1880, operating 12 hours per day

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<sup>119</sup> U.S. Census of Industry, Fauquier County, 1880.

<sup>120</sup> Knibb, "185-Year-Old Business"; W.P.A. Historical Inventory #37, Beverley Mill, researched by Susan R. Morton, 28 June 1937.

<sup>121</sup> Interview with E. R. Conner, 25 Feb 1980.

<sup>122</sup> Knibb, "185-Year-Old Business."

<sup>123</sup> Ibid.

<sup>124</sup> Knibb, "185-Year-Old Business"; Douglas, "Beverley Mill," p. 82.

from May to November and 8 hours per day from November to May. The value of the limestone processed was estimated at \$12,000 and the value of the finished product estimated at \$15,800. The mill was then operating one overshot wheel, measuring 6 feet in breadth. The water tumbled over a 24-foot-high waterfall. The wheel, which made 10 revolutions per minute, generated the equivalent of 27 horsepower.<sup>125</sup>

The mill, according to one source, also ground meal and feed during the Beverley ownership, but the 1880 industrial census does not confirm that.<sup>126</sup> In the late 1880s, the mill supposedly ceased grinding, and there may have been idle periods around the turn of the century.<sup>127</sup>

#### Ownership History, 1897-1951

J. R. Hornbaker Purchases the Mill Property. In 1897, William Beverley sold to J. R. Hornbaker for \$2,600 the mill and 12 acres of the 512-acre tract that Robert Beverley had earlier purchased from the estate of John Chapman.<sup>128</sup> Hornbaker, according to the 1870 and 1880 industrial census, owned a mill on Broad Run (probably Buckland Mill) where flour and meal were ground.<sup>129</sup> Operating three pairs of stones, this custom and merchant mill had a maximum grinding capacity of 200 bushels per day.<sup>130</sup> Hornbaker continued to own the

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<sup>125</sup> U.S. Census of Industry, Fauquier County, 1880.

<sup>126</sup> Ibid.

<sup>127</sup> Douglas, "Beverley Mill," p. 82.

<sup>128</sup> William Beverley to J. R. Hornbaker, D.B. 45, p. 296, 29 Mar 1897, Prince William County.

<sup>129</sup> Ibid.

<sup>130</sup> Ibid.

Buckland Mill until 1905.<sup>131</sup> In 1903, J. R. Hornbaker also owned a water mill in Bristow, near Manassas, on Broad Run [Milford Mill].<sup>132</sup>

It is supposed that in 1897 or 1898, machines for grinding flour (possibly roller mills) were installed in Beverley Mill. In June 1898, J. R. Hornbaker raised \$3,250 by selling to Irvin R. Wolverton an undivided ½-interest in the 12-acre mill property.<sup>133</sup> Two months later, Wolverton sold his interest in the mill to W. W. Jordan.<sup>134</sup>

Hornbaker Sells to W. W. Jordan. In 1901, J. R. Hornbaker sold the remaining undivided ½-interest in Beverley Mill to W. W. Jordan for \$4,000.<sup>135</sup> By 1901, W. W. Jordan was Beverley Mill's sole owner.

W. W. Jordan to C. C. Furr and J. N. Kerr. In 1903, W. W. Jordan and Son sold Beverley Mill to C. C. Furr and J. N. Kerr for \$8,500.<sup>136</sup> At the same time, Furr and Kerr also assumed two deeds of trust, each for \$3,000, to J. R. Hornbaker. One of the deeds of trust had been granted in 1898 and the other in 1901.<sup>137</sup>

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<sup>131</sup> John R. Hornbaker to Irvin R. Wolverton, D.B. 54, p. 325, 9 Oct 1905, Prince William County.

<sup>132</sup> Flour Mills, a Directory of Advertisers in the Northwestern Miller (Minneapolis: Miller Publishing Co., 1903).

<sup>133</sup> John R. Hornbaker to Irvin R. Wolverton, D.B. 46, p. 325, 15 Jun 1898, Prince William County.

<sup>134</sup> Irvin R. Wolverton to W.W. Jordan, D.B. 50, p. 11, 17 Aug 1898, Prince William County. In 1905 Wolverton bought the 40-acre Buckland Mill property from J.R. Hornbaker (D.B. 54, p. 325).

<sup>135</sup> J. R. Hornbaker to W. W. Jordan, D.B. 49, p. 92, 11 Jan 1901, Prince William County.

<sup>136</sup> W. W. Jordan & Son to C. C. Furr and J. N. Kerr, D.B. 51, p. 315, 2 Mar 1903, Prince William County.

<sup>137</sup> Ibid.

Charles Craig Furr, Jr., came to Prince William County from Augusta County, near Staunton, Va.<sup>138</sup> His daughter Audrey Furr married James Newton Kerr, Mr. Furr's partner in the mill.<sup>139</sup> Mrs. Kerr was employed in the mill as the bookkeeper.<sup>140</sup> The Furrs and later the Kerrs lived in the frame house beside the mill which had been built in the early 1900s<sup>141</sup>.

In 1908, C. C. Furr negotiated a note for \$5,000, using the mill as collateral.<sup>142</sup> It is believed that at about that time new roller milling equipment was installed in the mill because, beginning in 1910 in a directory of advertisers in the Northwestern Miller, a millers' trade publication, the mill was listed as "Beverley Roller Mills," with an average daily capacity of from 50 to 75 barrels of flour.<sup>143</sup> Sometime in the early 1900s, the present 29-foot diameter metal water wheel replaced the old wooden one formerly used.<sup>144</sup>

Between 1924 and 1929, Furr and Kerr borrowed money from banks on several occasions, presumably to improve the mill.<sup>145</sup> At this time, a Fairbanks Morse diesel engine was reportedly installed, to provide power to operate the mill

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<sup>138</sup> Douglas, "Beverley Mill," p. 82.

<sup>139</sup> Ibid.

<sup>140</sup> Ibid, p. 83.

<sup>141</sup> Ibid.

<sup>142</sup> C. C. Furr to C. M. White, Deed of Trust, D.B. 57, p. 400, 22 Aug 1908, Prince William County.

<sup>143</sup> Flour Mills, a Directory of Advertisers in the Northwestern Miller, 1910; Douglas, "Beverley Mill," p. 82.

<sup>144</sup> Knibb "185-Year-Old Mill."

<sup>145</sup> C. C. and Malinda P. Furr to J. Donald Richards, Trustee, Deed of Trust, D.B. 80, p. 41, 7 Aug 1924; \_\_\_\_\_ to W. H. Robertson, Trustee, Deed of Trust, D.B. 82, p. 496, 8 Dec 1926; \_\_\_\_\_ to the Farmers Bank of The Plains, Va., Deed of Trust, D.B. 82, p. 496, 8 Dec 1926; \_\_\_\_\_ to T. Otis and Margaret H. Latham, Agreement, D.B. 85, p. 471, 24 Aug 1927; \_\_\_\_\_ to H. Thornton Davies, Deed of Trust, D.B. 87, p. 3, 20 May 1929; \_\_\_\_\_ to R. B. Swart, Deed of Trust, D.B. 87, p. 3, 20 May 1929; \_\_\_\_\_ to T. Otis Latham, Deed, D.B. 87, p. 225, 25 Sep 1929.

during dry periods.<sup>146</sup> Between the two World Wars, Furr is said to have purchased some modern flour milling machinery, though some of the old equipment continued to be used.<sup>147</sup>

In August 1934, Beverley Mill was chartered as a Virginia corporation.<sup>148</sup> T. Otis Latham was named president, Robert B. Swart vice president, and C. C. Furr secretary. Latham, Swart, Furr, and J. N. Kerr were named as directors.

It is said that the installation of the new equipment in the early 1920s was a mistake, because in doing so, Furr and Kerr overextended themselves, and by 1937, they were in serious financial difficulties, when payment on a loan made in 1925 could not be made.<sup>149</sup> Mr. Kerr died in 1939. At that time, William Wilbur became a major financial backer and the mill's business agent.<sup>150</sup> In 1940, new flour-grinding equipment was installed.<sup>151</sup> During the early to mid-1940s, the mill reached its peak output, processing 100,000 bushels of wheat annually and with a 75 barrel-a-day flour-producing capacity.<sup>152</sup> At the same time, the mill attempted to project an image of old-time goodness, with its corn meal sacks which displayed the phrases "Old Fashioned," "Home Made," and "Water Ground on Rocks."

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<sup>146</sup> Douglas, "Beverley Mill," p. 82.

<sup>147</sup> Knibb, "185-Year-Old Mill"; Douglas, "Beverley Mill," p. 82.

<sup>148</sup> Charter for Beverley Mills, Inc., issued 13 Aug 1934, by Virginia Corporation Commission, Recorded in Charter Book I, Prince William County.

<sup>149</sup> Douglas, "Beverley Mill," p. 82.

<sup>150</sup> Ibid.

<sup>151</sup> Knibb, "185-Year-Old Mill."

<sup>152</sup> Flour Mills, a Directory of Advertisers in the Northwestern Miller, 1942-1948; Douglas, "Beverley Mill," p. 82.

Walter P. Chrysler, Jr.'s Purchase and the Mill's Waning Days. In September 1945, Beverley Mills, Inc., sold the mill and its surrounding property, which by that time had been reduced to 8.1 acres, to Walter P. Chrysler, Jr.<sup>153</sup> Mr. Chrysler retained C. C. Furr as miller after the 1945 purchase of the mill.<sup>154</sup> At that time, the mill may have been in receivership as a result of the Fauquier National Bank's suit in 1939 to collect on two notes owed to them totaling over \$18,000.<sup>155</sup>

Between 1945 and 1948, Beverley Mill doubled its output, according to Northwestern Miller, from 50 100-lb sacks of flour per day to 100 sacks per day. In 1951, the last year the mill was listed in the directory, the mill reportedly had elevator storage for 14,000 bushels of grain. It could also grind 100 sacks of corn meal daily and 40 tons of formula feeds.<sup>156</sup> Chrysler allegedly installed a feed mill and may have replaced the diesel engine which powered the mill in dry periods.<sup>157</sup>

Chrysler Sells to Mack and Carolyn West. In July 1951, Walter Chrysler, Jr., sold Beverley Mill to Mack J. and Carolyn West.<sup>158</sup> The mill may have been

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<sup>153</sup> Beverley Mills, Inc., William N. Wilbur and Audrey F. Kerr (individually as stockholders) to Walter P. Chrysler, Jr., D.B. 119, p. 33, 7 Sep 1945, Prince William County.

<sup>154</sup> Knibb, "185-Year-Old Business"; Douglas, "Beverley Mill," p. 82.

<sup>155</sup> Fauquier National Bank, Warrenton, Va., et. als., vs. H. Thornton Davies, Trustee, et. als., and C. C. Furr and Malinda P. Furr, and Audrey F. Kerr, widow of J. N. Kerr, as parties of the first part, and Beverley Mills, Inc., party of the second part, in Chancery Court, Fauquier County, ref. in D.B. 103, p. 277, 16 Oct 1939.

<sup>156</sup> Flour Mills, a Directory of Advertisers in the Northwestern Miller, 1945-1948, 1951.

<sup>157</sup> Douglas, "Beverley Mill," p. 82.

<sup>158</sup> Walter P. Chrysler, Jr., and Jean O. Chrysler to Mack J. West and Carolyn A. West, D.B. 154, p. 425, 28 July 1951, Prince William County.



operating up to the sale in mid-1951 to the Wests. The mill closed supposedly as a result of a dispute between Walter Chrysler and the Food and Drug Administration over sanitary regulations the FDA had imposed.<sup>159</sup> The immediate failure of the mill may be attributed to the necessity for stricter sanitary requirements, but ultimately the mill's failure was owing to its inability to compete, even with its modern milling equipment, with the post-World War II, Midwestern mass-production milling plants.<sup>160</sup>

The West Ownership of the Mill Property and the Planning  
of Interstate 66 Past the Mill

After the purchase of the property by Mack and Carolyn West in 1951, the Wests used the mill for storage and operated an antique shop in the former miller's residence, or the Furr House.<sup>161</sup> In the late 1950s and early 1960s, an interstate highway was planned from the Shenandoah to the Potomac River, or from Strasburg, Va., to Washington, D.C.<sup>162</sup> The most likely route of this highway, named I-66, was by way of Thoroughfare Gap. One of the alternative routes would have required the demolition of Beverley Mill.<sup>163</sup> A cooperative effort by citizens' groups and federal and state agencies saved the mill, however,

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<sup>159</sup> Douglas, "Beverley Mill," p. 82.

<sup>160</sup> Ibid.

<sup>161</sup> Ibid.

<sup>162</sup> Virginia Department of Highways and Transportation in Cooperation with the DOT Federal Highway Administration, Final Environmental Impact Statement. Interstate Highway 66. Counties of: Prince William, Fauquier, Warren. Prepared by Enviro-Pact Division, USC Inc., Falls Church, Va. (no date, 1975[?]).

<sup>163</sup> Interview with Frank Gee, Assistant Engineer, Virginia State Highway Department, Residency Office, Manassas, Va., 4 Dec 1980.

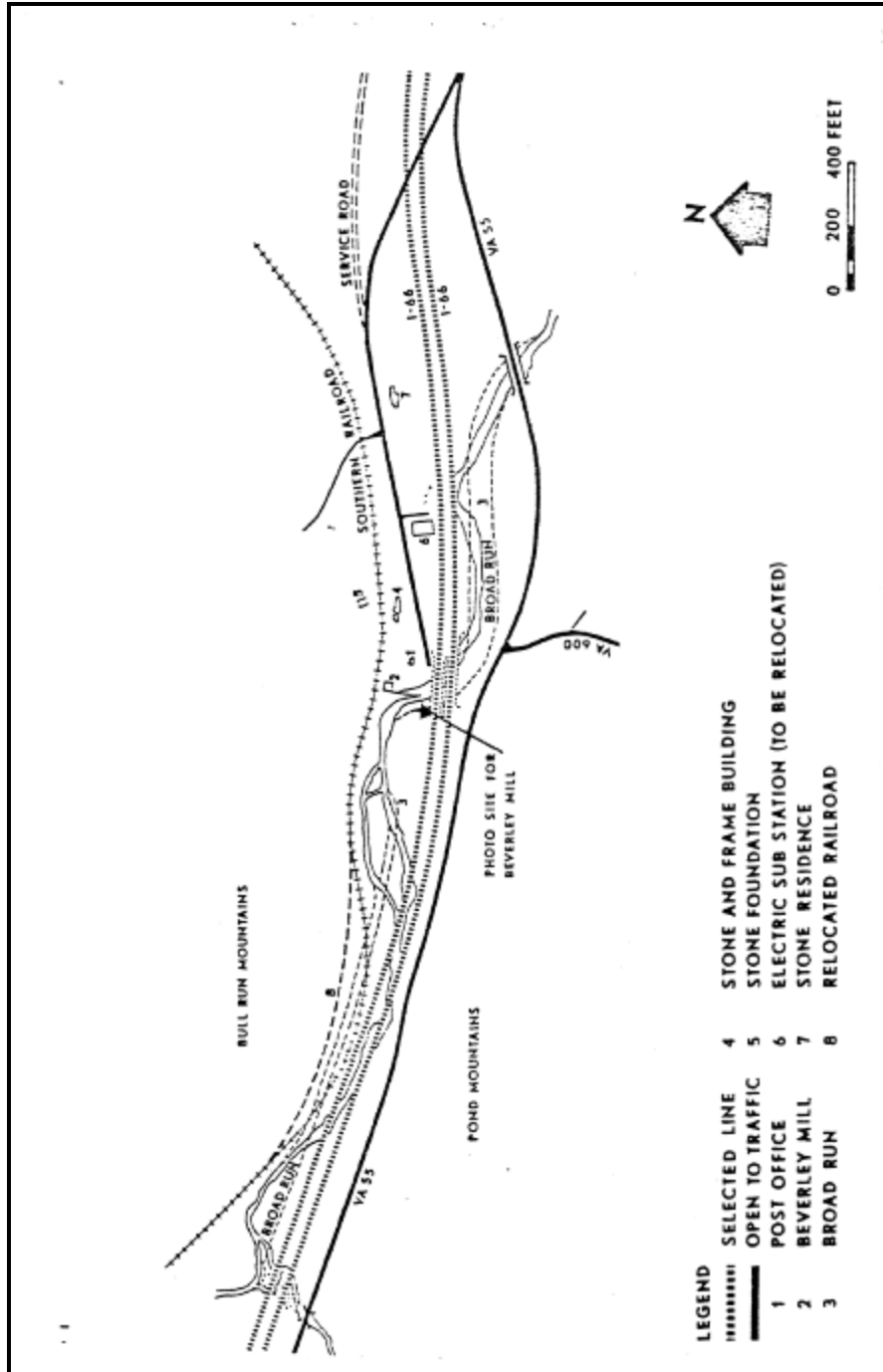
by causing the re-aligning of the proposed right-of-way so as to bypass the mill.<sup>164</sup>

Parts of I-66 had already been completed at the time the final plans were being made in 1975 for the segments of the highway through Thoroughfare Gap. When the Final Environmental Impact Statement was made for the corridor through Thoroughfare Gap, Beverley Mill was listed on the Department of the Interior's National Register, and it was included on the Virginia Historic Landmarks Register.<sup>165</sup> Recognizing the mill's historical significance, its picturesqueness, and its potential for restoration for public use, the involved Federal and State Highway Agencies were to design I-66 to bypass the mill with a minimum of adverse effects on the structure and on the scenic Thoroughfare Gap. Sharing the 340 to 360-foot-wide right-of-way as it passes through the Thoroughfare Gap of the Bull Run Mountains are S.R. 55, a 1930s-built two-lane highway, a single-track railroad owned by the Southern Railway Co., and Broad Run, a tributary of the Occoquan and an important part of the Occoquan watershed which originates in the Bull Run Mountains. Mitigating efforts included the reduction of the median strip width, re-channeling of Broad Run, re-aligning of the Southern Railroad to the north, and the implementation of certain highway design features which were primarily cosmetic in effect.

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<sup>164</sup> Final Environmental Impact Statement for I-66, Chapter II, Three-Party Agreement on Beverley Mill, Oak Hill and Ashleigh, 10 Jan 1974. See also local newspaper articles on saving the mill.

<sup>165</sup> Virginia Historic Landmarks Commission, nomination of Beverley Mill to National Register of Historic Places, 31 Aug 1971, placed on National Register in 1975.



Map 5. Map of Proposed Route I-66 through Thoroughfare Gap.  
 Final Environmental Impact Statement c1975.  
 Source: Virginia Department of Highways.

The Wests owned Beverley Mill when Interstate-66 was first planned. The construction took by condemnation about 4 of the mill property's 8.1 acres.<sup>166</sup> The highway, as it passes the mill, has been opened to traffic for several months now. An earlier access road to the mill was replaced with another which begins near the intersection of S.R. 55 and Turner Road, after Turner Road crosses I-66, and runs roughly parallel to I-66 until it reaches the point where the old road to Beverley Mill began, about 1/8 mile from the mill site.

The Wests sold the mill property before construction on the part of I-66 past their property was begun. In 1973, they sold the mill property, then totaling 4.63 acres, to Athalie Irvine Smith, who, in 1976, deeded the property by gift to Bull Run Preserve, a non-profit corporation and the mill's present owner.<sup>167</sup>

Wests Sell to A. I. Smith. Mrs. Smith reportedly bought the mill intending to restore it. She turned it over to Bull Run Preserve, Inc., a non-profit educational corporation of which she is president, to supervise the mill's restoration.<sup>168</sup> Mrs. Smith's involvement with the mill grew out of her interest in the preservation of the Bull Run Mountain area behind the mill.<sup>169</sup> In 1979, approximately 700 acres of Bull Run Mountain were in part donated and part sold by S. J. Bell to the State of Virginia as a natural area. This property, which is being held in trust by the Virginia Outdoors Foundation, abuts the mill property

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<sup>166</sup> Mack J. West and Carolyn A. West to Virginia Department of Highways, D.B. 284, p. 120, Fauquier County.

<sup>167</sup> Mack J. West and Carolyn A. West to Athalie Irvine Smith, Prince William County D.B. 699, p. 847, 31 July 1973; Athalie Irvine Smith to Bull Run Preserve, Inc., Prince William County D.B. 826, p. 398, 8 Jan 1976.

<sup>168</sup> Randi Deiotte, "Preserve To Restore Mill; Historic Building Saved," in Manassas Journal Messenger, 12 Dec 1973.

<sup>169</sup> Deiotte, "Preserve To Restore Mill."

on the north and is part of a 3,000-acre state-owned tract. A master plan for the tract is currently being developed, and public use of the property is expected to be kept to a minimum, allowing the property to remain in a natural state. Though no plans presently exist to incorporate the mill site in the Virginia Outdoors Foundation's proposals for a Bull Run Mountain Natural Area, a feasibility study was conducted by a group of landscape architects and planners for the Virginia Outdoors Foundation to examine the mill's potential for use as a visitor center for the park. The feasibility study recommended acquisition of the mill building, despite reservations the group had about the structural soundness of the building.<sup>170</sup>

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<sup>170</sup> Interview with Ed Lay, University of Virginia, 22 Feb 1980.

CHAPTER III  
DESCRIPTION OF THE MILL SITE, MILL, AND  
OTHER STRUCTURS

Description of the Mill Site

The site of Beverley Mill is a 4.64-acre parcel on the east side of Thoroughfare Gap in the Bull Run Mountains, a low chain running north-south dividing the Piedmont from the Tidewater. The mill site lies on the south side of Broad Run, a major tributary of the Occoquan River. The property straddles the Prince William-Fauquier county line, about 45 miles west of Washington, D.C. Most of the property lies in Prince William County, though most of the mill is in Fauquier County. The parcel is bounded on the north by the Southern Railway, a single-lane railroad built in the 1850s as the Manassas Gap Railroad. The property's southern boundaries include Broad Run and the newly constructed highway, Interstate 66. Access to the property is by a paved road which parallels I-66 on the north, beginning at a point near the intersection of Rt. 55 and Turner Road, on the north side of the I-66 overpass over Turner Road, about ½ mile east of the mill. The access road to the mill is in part the roadbed of old S.R. 55, and in part newly-constructed. Along the north side of the road to the mill, beginning at about the present eastern property line is a low, broken stone wall, presumably a historic boundary of the mill parcel. At the east property line is a private, unpaved road that runs north across the railroad and into the mountainous, 300-acre former Bell Tract on Bull Run Mountain and which is now being held in trust



Fig. 5. Thoroughfare Gap.  
Photo taken from the east, vicinity of I-66 and Turner Rd.,  
Nov. 1980.

for the State of Virginia by the Virginia Outdoors Foundation. There are a few houses along the paved road to the mill, including a stone-constructed rambler that was a residence of the Kerr family, who were for a long time connected with the mill.

Broad Run, which forms part of the mill property's southern boundary, flows past the mill in a generally east direction, over and around some rocky outcroppings before it reaches the mill. The creek, which after a heavy rain rushes swiftly by the mill, is a quiet stream when the water level is normal or low. In either case, the stream's natural and scenic qualities, the rocky outcroppings,

and the sound of the water flowing all make a significant contribution to the aesthetic qualities of the mill site.

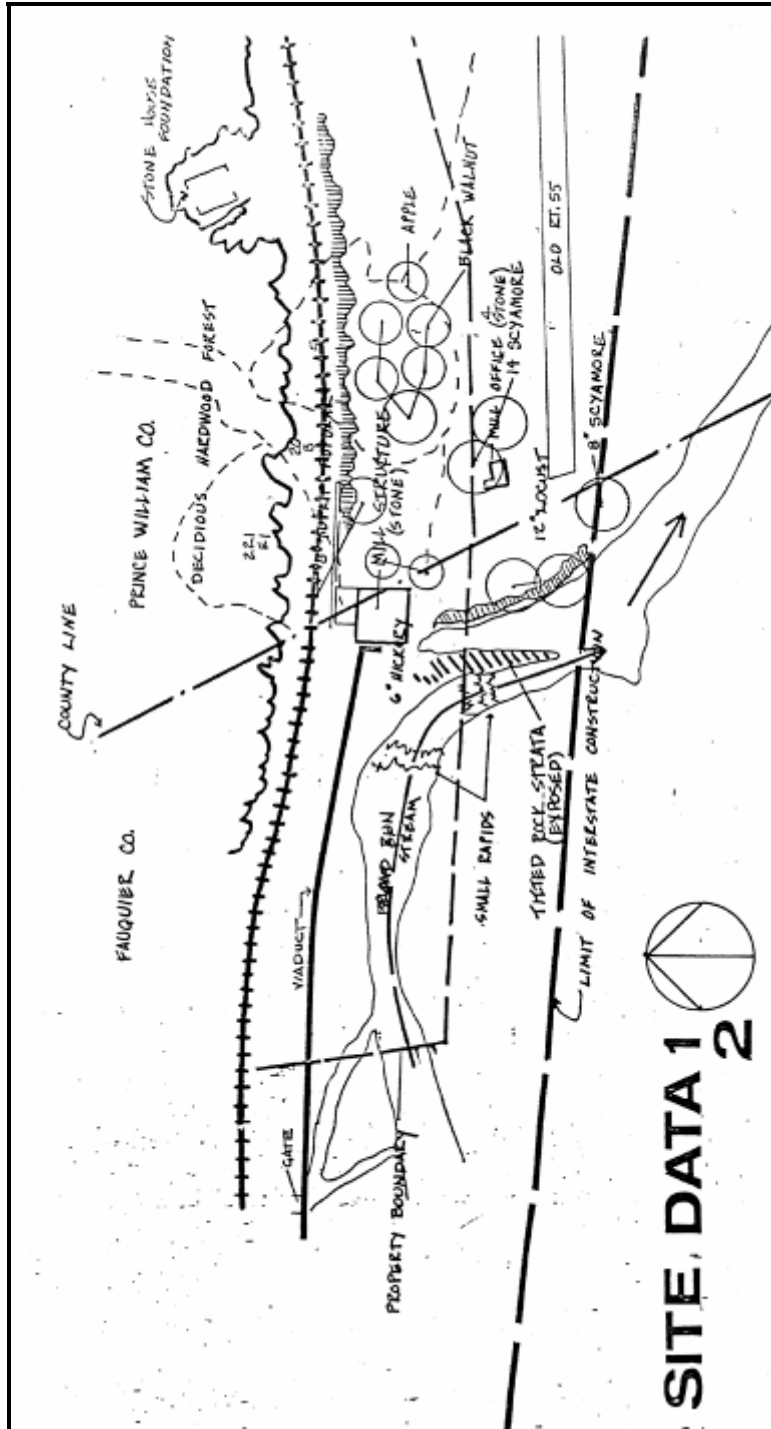


Fig. 6. Thoroughfare Gap.  
Photo taken from the east. S.R. 55 on left, I-66 on right.  
Roof of Beverley Mill visible in background, right of I-66.  
Nov. 1980.

The following information on the mill site's topography, geology, hydrology, and other aspects of the site, was extracted from a preliminary site analysis and inventory performed in April 1979 by Jim Pickens, a landscape architect.

Topography. The topography in the area surrounding Beverley Mill is varied. . . . Located approximately 400 feet above mean sea level, [Beverley Mill] shares a stream valley with Broad Run.





Map 6. Site Plan of Beverley Mill and environs.  
Drawn by Jim Pickens, Landscape Architect.

Slopes immediately surrounding Beverley Mill are gentle and range from three to five percent in slope. To the north of the mill slopes increase considerably from fifteen to twenty-five percent.

Geology. Rock formations found in this area are typical of those found in most of this part of Piedmont Virginia. Formations found here consist of weverton, which is fine grained white, to light gray fine grained, to massive thin-bedded quartzite. Virginia bluestone can also be found mixed with the quartzite. All strata of rock in this area tend to tilt slightly toward the east. Bed rock ranges from 2 to 7 feet below ground surface, and outcrops may be found in many places.

Hydrology. Drainage patterns occurring in the general area of Beverley Mill are of the Course-Grained type. The main or first order stream is of course Broad Run. This stream has a shallow but wide stream channel. Broad Run is fed by many second order streams, which are developed from springs and groundwater runoff from the nearby Bull Run Mountains.

Flooding occurs many times during the year, but water quickly recedes within hours afterward. Drought or low-water periods may occur during extremely dry periods in summer and fall.

Soils. Found on the site on which Beverley Mill stands are a number of soils. The parent material from which these soils originated was developed during the Cambrian Era. Much of the soil found around the Mill is alluvial in nature and was deposited by Broad Run during periods of high water. This particular type of deposited soil is known as Congaree Fine Sandy Loam. Other soils which comprise the soil horizon on this site are: Wehaukee Silt Loam, Meadowville Silt Loam, and Manor Very Flaggy Silt Loam. Congaree Fine Sandy Loam and Wehaukee Silt Loam are found primarily in areas near the stream. Meadowville Silt Loam and Manor Flaggy Silt Loam are found on steeper slopes.

Vegetation. Hardwoods are the primary vegetation type found on the site. Hickory, walnut, locust, and sycamore also are found on the site, but some of these trees may have been planted, and probably did not originate on the site. At present a lawn area surrounds the mill building. Honeysuckle, briars, and other woody vegetation are found on the site. There is little if any evergreen vegetation immediately surrounding the Mill.

SUMMARY. The location of Beverley Mill is a logical one for a number of reasons. The success of the mill of the type that

Beverley is depends on several main elements: a site that is accessible to a water source for power, [near] a source of material for building, and [near] a transportation route to carry goods to and from the mill. The Beverley Mill site supplies all of these needs.<sup>1</sup>

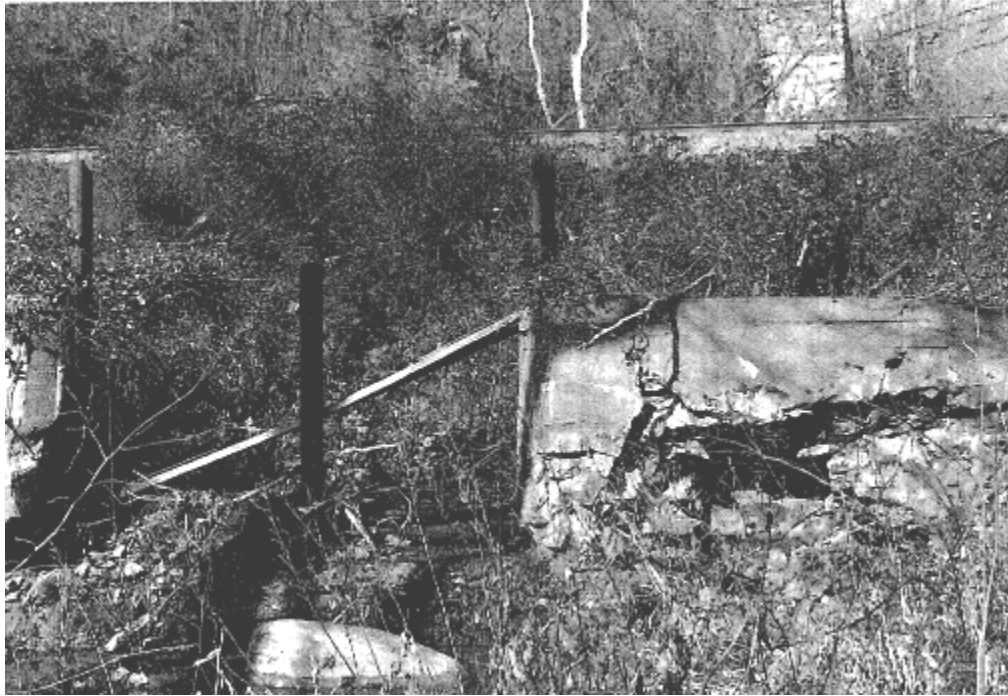


Fig. 7. Wier or sluiceway south of upper mill.  
Photo, Nov. 1980.

Mill Race. A headrace made of concrete and stone runs almost parallel to the railroad tracks for several hundred feet until it reaches the present mill's west side. This headrace, a channel dug in the stone and earth, takes off from Broad Run some several hundred yards upstream. Where it begins is undetermined because it is possible that construction of I-66 and repairs made to the railroad as it passes through the Gap may have obscured the headrace's beginning point.

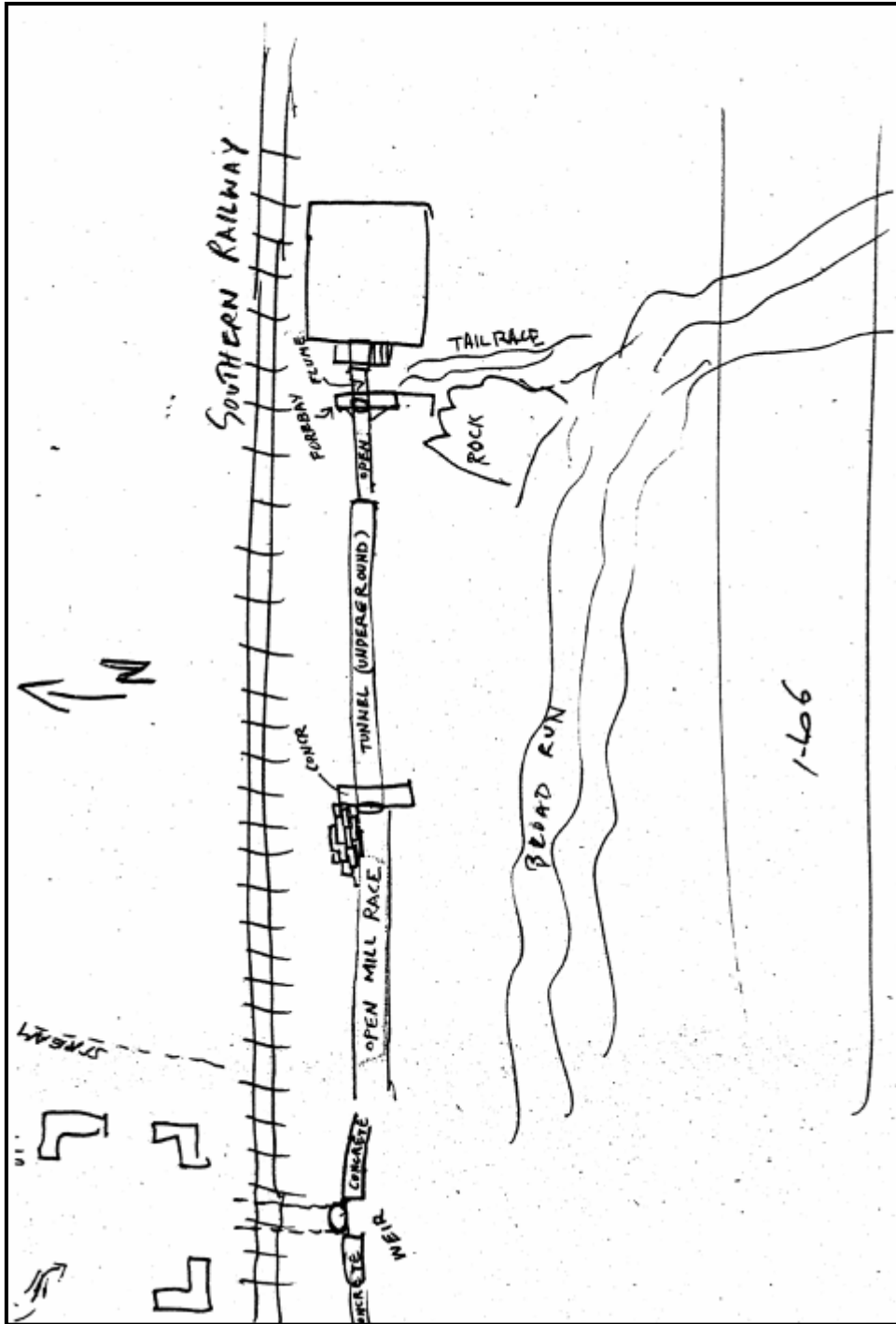
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<sup>1</sup> Jim Pickens, "Beverley Mill, A Preliminary Site Analysis," April, 1979.

There are no signs of a dam which could have been erected to control Broad Run to collect water to power the mill. It is possible that the tailrace for the upper mill flowed into the headrace of the lower mill. At the point where the headrace



Fig. 8. Covered millrace with Beverley Mill in background.  
Photo, Nov. 1980.



Map 7. Sketch of the millrace.

passes the ruins of the upper mill, there is a gate, or weir, made of poured concrete and iron, recognizable though in a very deteriorated condition. (If the upper mill was ever powered by the same headrace that feeds the lower mill, the course of that channel has been obliterated.) At the point where the weir or gate passes by the upper mill, a tunnel passing under the railroad tracks takes off from the weir and meets the south side of the upper mill. Meanwhile, the race for the lower mill continues on to the mill, still running parallel to and south of the railroad. At about the halfway point between the upper and lower mills, the channel is directed into a tunnel, or flume, which runs for about 100 feet to the forebay, a concrete structure that contains a metal tunnel which channels the water to the top of the 29-foot metal water wheel. Theoretically, once the water had been used to turn the wheel, it is discharged into Broad Run by way of the tailrace, a rock-carved channel that has a high rocky cliff on its west side and a less dramatically inclined bank on the east side.

#### Mill Description

The present mill building stands an impressive 5½ stories tall, measures approximately 40 feet by 53 feet, and is four bays long by three bays deep. The architecture is simple and austere, as befits an industrial building constructed in the mid-19th century. Exterior decorative features include a round window beneath the east and west gables and gable returns on the metal-covered roof's box cornice. The regularly-spaced window and door openings provide for rhythmic and aesthetically pleasing facades.



Fig. 9. Mill, south side.  
Photo, Nov. 1980.

Beverley Mill is constructed of quartzite stone, a hard, durable, easily-shaped, metamorphic rock formed from quartz crystals and Virginia bluestone.

The stone comes in varying colors of red, gray, blue, and brown. Fine-grained, it splits relatively easily into well-shaped building blocks. This stone is found



Fig. 10. Mill, west side.  
Photo, Nov. 1980.



abundantly in the Bull Run Mountains. An outcrop can be seen rising out of Broad Run at the base of the mill. It is possible that some of the stone that went into building the present mill was quarried from this outcrop. Elsewhere on the mountains there are numerous quarries where quartzite and Virginia bluestone can be found. The upper mill and manor house, both in ruins, in addition to the small retail building at the foot of the mill, were also constructed of quartzite and bluestone.

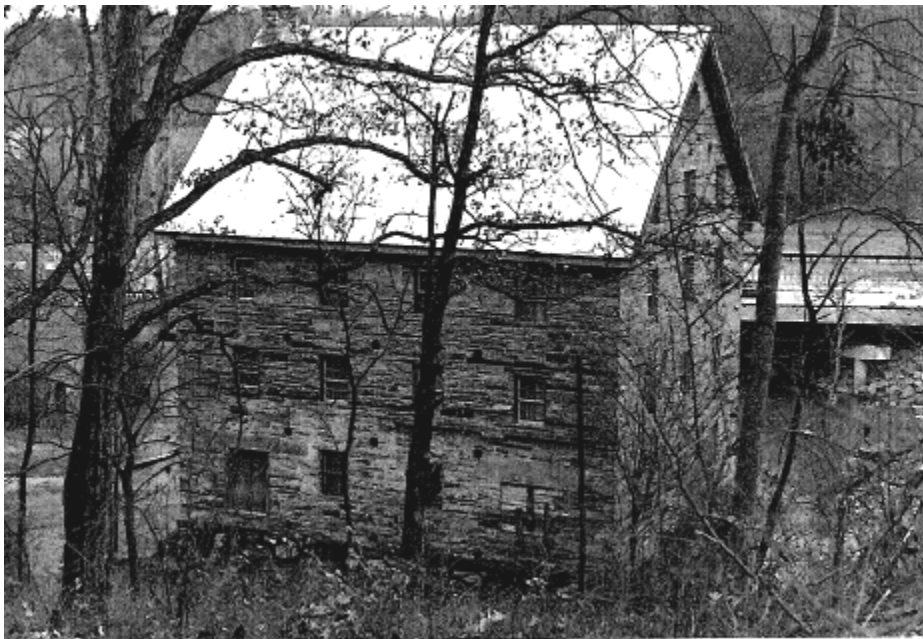


Fig. 11. Mill, north side.  
Photo, Nov. 1980.

The varying colors in the building stone--brown, gray, white, blue, and red--give this massive structure's walls texture and interest. The stone is laid in coursed rubble, with most of the stones, both the large and small stones, being long and thin. Some very large stones appear at the building's corners. The



Fig. 12. Mill, east side with railroad in foreground.  
Photo, Nov. 1980.

stonework is mortared with raised-seam lime/sand mortar, washed away at the building's lower levels but still visible in many places. The mortar between the



Fig. 13. Canopy with loading entrance, east side.  
Photo, Nov. 1980.

stones is so thin as to give the building the appearance of having been constructed without mortar. Behind the exterior lime/sand mortar is a bed of mortar made of clay. The building's 4-foot-thick walls at the base gradually taper to about 2 feet at the top. A unique structural system called a "husk" frame provides for separation of the exterior walls from the interior support system and mill machinery, thus reducing the possible weakening effect the vibration of the machinery might have on the exterior walls. There is a single stone interior chimney on the east gable end. Capped by a simple narrow band, the chimney has recently lost some of its capstones. The main entrance is presently in the east



Fig. 14. Entrance, second floor, north side.  
Photo, Nov. 1980.

end, on the first floor above the basement. This entrance is reached by a stone stoop, or open porch, made of a very large single stone and several steps. Other entrances include a wide doorway on the building's east side, to the right of the main entrance, several large doorways on the basement and first floors of the north, or railroad loading side, and two basement-level entrances on the south side. Each of these entrances is supported by a heavy stone lintel. As stated previously, there are regularly-spaced windows on all four sides. Large stone lintels and stone sills support the window openings. The 6/6 replacement sliding sash windows are surrounded by single-beaded molding. Some of the windows have vertical metal security bars. The doors and windows were recently sealed from the inside with plywood sheets. Large, disc-shaped metal tie-rod ends appear on each of the four exterior walls, at the second through the sixth floors. On the east side, a frame and metal canopy porch shelters the centrally-located second-floor doorway, which is fitted with a pulley arrangement for loading. There is a hatch opening in the center of the roof, close to the roof ridge on the south side, and another similar opening on the north side of the roof, close to the chimney. The roof covering is a raised-seam galvanized steel roof painted a bright, reflective silver gray.

A 29-foot-diameter, metal, overshot water wheel is located on the west side of the structure, sitting in several inches of silt. The wheel is rusted, and many of the buckets need replacement. The pipe, or flume, guiding the water from the headrace to the forebay at the top of the waterwheel, is also very deteriorated and rusted.



Fig. 15. Water wheel.  
Photo, April 1979.



Fig. 16. Tailrace and wheel.  
Photo, April 1979.



Fig. 17. Broad Run south of the mill, showing bridge pylons for I-66.  
Photo, April 1979.

On the north, or railroad, side of the mill are the remains of a frame addition to the mill, 12 feet deep, two stories high, spanning the building's whole north side, and apparently constructed at the time of the mill's rebuilding. The second floor of this addition was a combination enclosed and open-loading platform fronting onto the railroad. The mill's office (during the 20th century) was in a small, one-story projecting bay attached to the east end of the addition, at the second floor level. A set of steep stone steps ascends from the ground level on the mill's east side to the former loading platform. This addition is now a shambles; nothing remains of it but some rotting timbers. The row of projecting stone supports which formed the shelf on the mill's north side and on which the



timbers for the loading platform rested can now clearly be seen, suggesting that the platform was part of the 1850s rebuilding. On the mill's north wall is a large stone tablet embedded in the wall beneath the roof line. The stone is engraved with the names of members of the Chapman family most closely involved with the mill--Jonathan (spelled Johnathan), Nathaniel, Pearson, John, George, and John. The last-named, John, according to the legend, rebuilt the mill in 1858.

As mentioned previously, the interior of this mill, along with the machinery, is supported separately from the mill's exterior walls. This method of construction, called a "husk" or "hurst" framing system, lessens the impact on the mill's walls when the mill is operating. In the basement, large granite blocks or piers support the mill's interior. The heavy timber post-and-beam braced frame interior structural system is found throughout. On each floor, wooden partitions divide the rooms, creating spaces for storage, machinery, or different steps in the milling processes. There are no interior doors. The sliding sash windows are almost flush with the outside of the exterior wall, thus creating deep window wells. The interior walls are exposed stone, whitewashed in some sections of the mill's interior. Many of the wooden partitions have also been whitewashed. The heavy plank floors show numerous repair places. A broad, straight, in some places rail-less, open stair rises along the mill's south wall from the basement. The width of the stairway narrows and the stair becomes steeper as it reaches the mill's fifth, or top floor. From the top, a ladder provides access to the space beneath the roof.

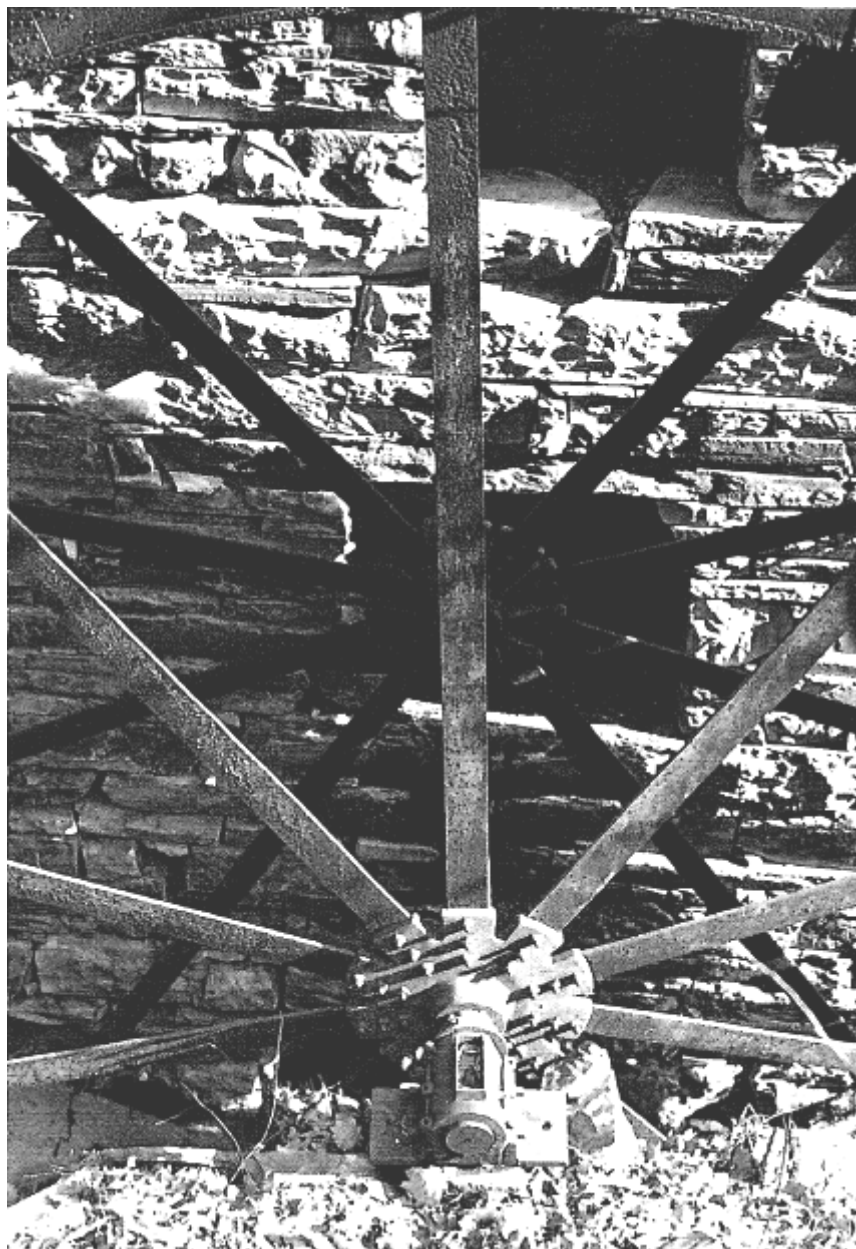


Fig. 18. Water wheel.  
Photo, Nov. 1980.



Fig. 19. Flume.  
Photo, Nov. 1980.



Fig. 20. Forebay.  
Photo, Nov. 1980.

### Mill Machinery

The information provided here on mill machinery in Beverley Mill was extracted from the report of a survey performed by Mark R. Spencer, Curator, Colvin Run Mill. Spencer's "Reconnaissance Survey" was conducted in April 1979, with H. H. Douglas, former editor of Echoes of History and a longtime student of Beverley Mill. Spencer and Douglas visited the mill (before it was sealed up), examined all of the existing milling machinery floor-by-floor, and recorded such pertinent facts or observations as: the name or function of the machine, the approximate date of construction, the name of manufacturer, and how the machine works. Spencer's report is reproduced in part in this paper,

along with a verbal description and diagram of the flow process of grain through the mill.<sup>2</sup>

Basement. A Duplex Hammer Mill in the basement, dating to about 1920, crushes grain for feed. The crushed grain is forced through a coarse screen.

First Floor. A single set, or run, of grindstones on the first floor, manufactured by B. F. Star and Co., Baltimore, Md., in about 1880-85, was used for grinding corn. Also on the first floor, is a semi-diesel engine made in 1913 by the Machis Kip Lubricator Co., Madison, Wis. Dust collectors are located on several floors of the mill. Among them is a Cyclone Dust Collector on the first floor.

Second Floor. Made in about 1890 by Wolf Rollers, Chambersburg, Pa., each of the four vertical roller mills on the second floor consists of three corrugated and/or smooth rollers. The wheat is crushed as it passes between the sets of rollers. Each set of rollers is adjusted to process the wheat to a different fineness, to gradually reduce or crush the grain into middlings,” a granular product consisting of bran, wheat germ, and coarse starchy particles. In “New Process” milling, this substance was purified and re-processed to extract as much flour as possible from the middlings. A set of scales on the second floor, made by the Buffalo Co., Buffalo, N.Y., dates to about 1925. As the flour feeds into the flour sacks, the scales automatically trip the feeder off when the sack contains the pre-set weight, i.e. 50 lbs or 100 lbs. The Challenge Bolting Reel, made by the

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<sup>2</sup> Mark Spencer “Beverley Mill, Reconnaissance Survey, Mill Machinery,” July 1979.

Flour and Cereal Manufacturing Co., Battle Creek, Mich., in about 1880-90, is used to crudely sift the stone-ground cornmeal.

Third Floor. A Monarch Sprout Waldron (c1890) tubular dust collector on the third floor collects dust from grain cleaners and purifiers by centrifugal action. The large fan acts as an intake. The Alis Chambers (c1890) sieve purifier on the third floor removes impurities from the ground middlings. A bran duster made by Richmond Manufacturing Co., Lockport, N.Y., obtains flour dust from the bran or outer skin of the wheat berry. The Monitor Separator, made in about 1890 in Silver Creek, N.Y., removes dirt and other debris from the unground grain. Separators operate by air currents and mesh screens.

Fourth Floor. A Monitor Receiving Separator, located on the fourth floor is where the first step in the grinding process takes place. This machine removes shelled corn kernels from cobs and separates large particles of foreign matter from wheat.

Fifth Floor. There is a plansifter manufactured in Moline, Ill., in about 1890 on the fifth floor. The plansifter is made of a series of fine sieves which divide the reduced wheat into different grades of fineness. The Van Camp flour dresser, made in about 1890, “dresses” the flour or performs the final sifting and grading. A Continuous Arc Electrifier, made by the John E. Mitchell Co. in about 1920, electrically bleaches or ages flour.

In addition to the above-named equipment, located throughout the mill are various chutes, storage bins, and elevator shafts containing conveyor belts fitted

with cups, or buckets, to scoop up the grain, meal, or flour and transport it to and from the different processes.

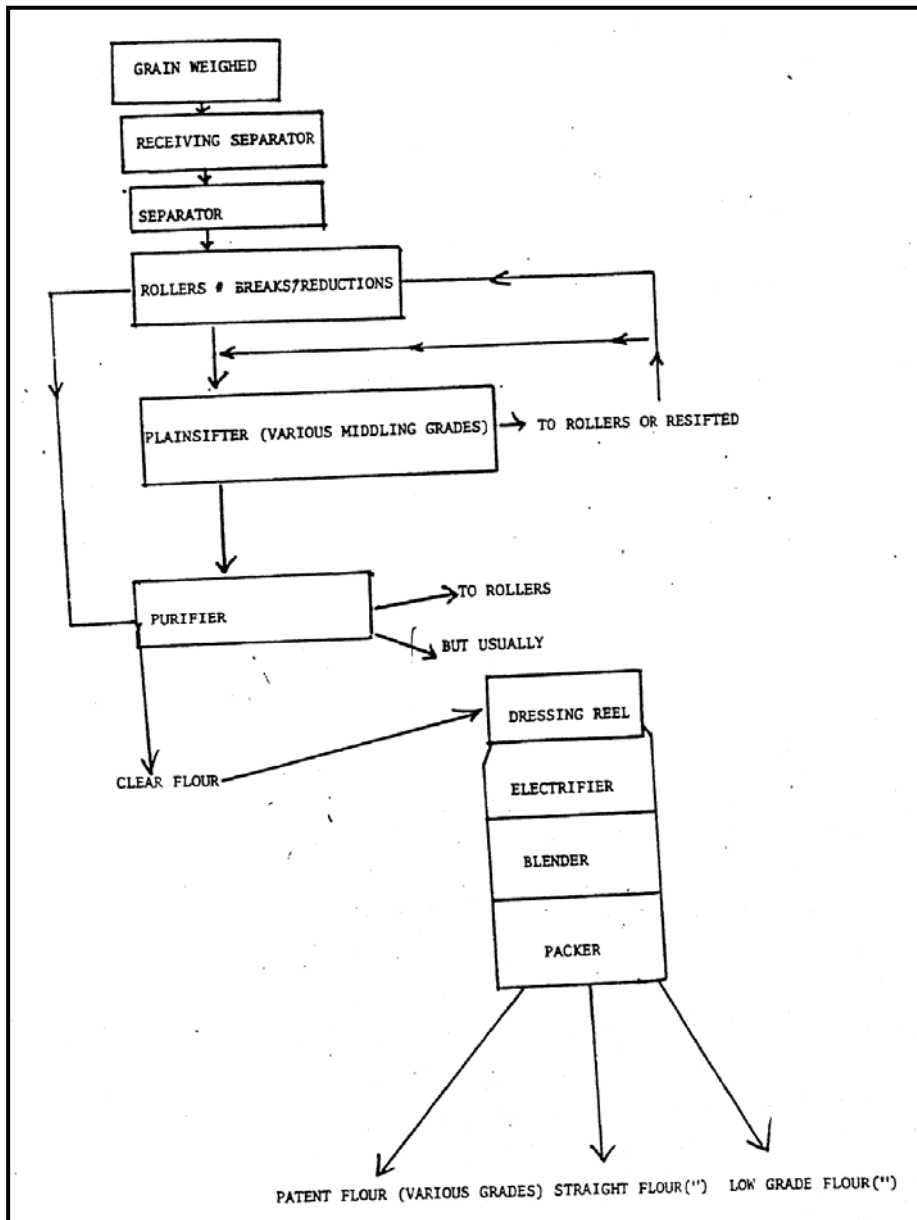


Fig. 21. General Flow Chart.

Source: Mark Spencer, "Beverley Mill Reconnaissance Survey, Mill Machinery." July 1979.

### The Flow Process

Feed. If feed is being ground, the incoming grain is weighed on the first floor; it is transported to the fourth and fifth floors for cleaning in the separators (optional); dropped to the basement where it is ground in the electrically-powered hammer mill; then it is transported to the first floor for packing.

Cornmeal. The incoming grain is weighed on the first floor; it is transported to the fourth and fifth floors for cleaning; then dropped to the first floor where it is ground by stones. Transported to the second floor, the product is bolted in the reel, and then dropped to the first floor for packing.

Flour. If roller-milled flour is being produced, the incoming wheat is weighed on the first floor, then transported to the fourth and fifth floors for cleaning. It is then dropped to the second floor for roller milling. The reduced grain is then separated, the middlings are purified, and the flour bolted and dressed, and finally bleached on the fifth floor. Then the flour is transported to the second floor for weighing and bagging. (See General Flow Sheet).

### Outbuildings and Other Historic Structures

Besides the 5½-story stone mill, there are presently two other buildings on the 4.6-acre parcel, a small, 1-story stone building constructed in the 1930s as a retail outlet for the mill and once used as a U.S. Post Office; and a late-19th-early 20th century, two-story frame structure that once served as the Beverley Mill miller's residence. Known locally as the Furr House and located a few hundred yards east of the mill, this building is in very deteriorated condition, having been abandoned and gone unused for almost 10 years. During the 1960s and 70s, the



Furr House was used as an antique shop. When the building was recorded in 1979 by the Prince William County Architectural and Historic Sites survey, conducted by the Northern Virginia Planning District Commission and the Virginia Historic Landmarks Commission, the building was found to have been badly vandalized, and it was determined that this building, apart from its association with the Furr and Kerr families, who, from 1903 to 1951, owned and/or operated Beverley Mill, has little or no historic or architectural importance.



Fig. 22. Retail outlet and former post office.  
Photo, April 1979.

The small stone structure which was built in the 1930s as a retail outlet for the mill sits near the mill's main entrance on the east side. A one-story stone structure having an exterior chimney on the west side, this building, also included

in the Prince William Architectural and Historic Sites Survey in 1979, was found to be in deteriorated, though salvageable, condition.



Fig. 23. Furr House or former miller's residence.  
Photo, April 1979.

The remains of two historic structures, apart from the present mill building, though they are not included within the mill parcel's present boundaries, will also be considered in the site description. They are the stone ruins of the Chapman mansion and the ruins of another, possibly earlier, mill building. The second mill and the Chapman residence, both included in the Prince William County Survey, were part of the estate of George Chapman (d. 1854), the younger brother of the last Chapman to operate the mill at Thoroughfare, John Chapman. George's mill was known as the "upper mill." The two ruins, of which only parts of the exterior walls of each building remain standing, are located on the north



Fig. 24. Ruins of upper mill with present mill in background.  
Photo, Nov. 1980.

side of the railroad, on land presently held by the Virginia Outdoors Foundation.

Connecting the two stone ruins, and running parallel with the railroad, are traces

of the path of an allegedly old wagon road that formerly coursed its way through the Gap.



Fig. 25. Ruins of Chapman House (Meadowland), east chimney, second floor.  
Photo, Nov. 1980.

In addition to the two ruins of the historic structures mentioned, along with the old road that connects them, all of which are situated outside of the legal boundaries of the present Beverley Mill property, there is a large, c15-foot-diameter, stone-lined well about 25 feet deep. This well is located behind the former Chapman residence. According to a local historian, the well was dug to provide water for the railroad which was built past this house in the 1850s.

#### Historic Landscape Features

Traces of the old garden once belonging to Meadowland, the Chapman mansion, can be seen near the house. In the summer, a profusion of daylilies, probably once cultivated and now gone wild, grow thickly around the ruins of the old house and in the back yard of the early 20th century miller's house, or the Furr House, which sits directly south of Meadowland and on the south side of the railroad. One can also find growing around the house site the white and purple varieties of the low-growing evergreen vine known as Vinca minor, or periwinkle, obviously gone wild. This plant persists for decades around old homesites, and in gardens and cemeteries, hence the nick-name "graveyard grass."

Some of the trees, shrubs, and other vines growing on the site of the old house may also have been deliberately planted.

## CHAPTER IV

### PRESERVATION PLAN

#### Proposal for Re-Use of Beverley Mill as a Mill Museum

Because Beverley Mill is a recognized county, regional, and state landmark which is listed both in the State Landmarks Register and the National Register of Historic Places, preservation of the building through its restoration as a museum of roller milling would importantly add to the region's cultural resources. Preservation of a local and regional landmark that embodies important aspects of Northern Virginia's rural heritage can benefit the fast-growing population of the immediate area in which the mill is located--Fauquier and Prince William counties. The mill museum could also become a popular historical interpretive center and scenic landmark, attracting visitors from all over the Washington metropolitan area. The mill's location, less than an hour's drive from Washington, D.C., would appeal to many looking for a "rural experience" close to home and wanting to conserve energy.

Restoration of the mill as a historical interpretive center focusing on mid-to-late 19th century milling history and technology would appear to conform with the goals of the mill's private, non-profit owner, the Bull Run Preserve. The Preserve wishes to restore the mill to operating condition, but its finances have permitted only the application of crisis-related remedies toward preserving the building. The Preserve has advocated conservation and preservation of the Bull Run Mountain scenic and natural area which forms the backdrop of the mill at

Broad Run. Re-use of the building as a mill museum would probably not detract from the scenic and natural qualities of the Bull Run Mountain area.

The Virginia Outdoors Foundation, which is trustee for the approximately 3,000-acre state-owned tract located north of Beverley Mill and lying in the three counties of Prince William, Fauquier, and Loudoun, has evaluated the mill building for possible inclusion in the proposed Bull Run Mountain Natural Area. The Foundation believes the mill might be incorporated as an orientation center at the entrance to the proposed natural area.

Other Mill Museums in the Region. Both in its architecture and in its milling technology, Beverley Mill is unique in Northern Virginia. While there are many known sites of mills in the region, few remain standing, and none of the existing mills is as impressive as Beverley Mill. Mill museums in the vicinity include Colvin Run Mill, a working, early 19th century, restored grist and merchant mill located in Fairfax County; Washington's Mill, a non-operating mill museum located near Mount Vernon; and Pierce Mill, a less than authentic restoration of a mid-19th century custom and merchant mill located in Rock Creek Park in Washington, D.C. Colvin Run Mill, 3½ stories high and made of brick, is administered by the Fairfax County Park Authority, which supervised the mill's restoration in the 1960s and 1970s. Washington's Mill, a 2½-story stone structure restored in the 1930s, is administered by the Virginia Parks and Recreation Department. Pierce Mill, a 2½-story structure also made of stone, and also restored in the 1930s, is operated by the National Park Service.

Colvin Run Mill and Beverley Mill both ended their commercial milling existences as roller mills in 1934 and 1951 respectively. Roller milling, which had its origins in Hungary in the 1830s and became widely available in the United States in the 1870s, has been called the technological link between the vintage gristmill, as perfected in the late 18th century by millwright-engineer Oliver Evans, and the present-day, modern milling combines. Colvin Run Mill received roller milling equipment in about the 1880s, as did Beverley Mill. Colvin Run Mill, however, has been restored to the period of the first quarter of the 19th century, and no longer contains roller mills. Beverley Mill, which now has facilities for stone-grinding and roller milling, could be restored to reflect a later period in the history of grist and flour milling in Northern Virginia, from about the middle of the 19th century--just before roller milling was introduced in the United States--to the period following World War II, when mills were closing all over rural Virginia. Beverley Mill contains an array of milling machinery dating from about 1870 to about 1930-40 (though it is believed that milling was carried on at the site beginning in the mid-18th century).

#### Visual & Design Considerations

Visual Considerations. The high visibility of the monumental, 5½-story stone Beverley Mill; its location on a major east-west interstate highway, less than an hour's trip by car from the Washington area; and its position on the edge of a rapidly-growing sector of Northern Virginia all point to the likely success of a conversion of the mill to a mill museum. Potential for multiple use of the



building exists, because of the mills location in relation to the proposed Bull Run Mountain Natural Area.

The mill's handsome, rustic, hardy, industrial architecture accounts in part for its extraordinarily impressive appearance. Located on Broad Run and with the Bull Run Mountains rising on the north and south of the structure, Beverley Mill is the epitome of the "Machine in the Garden," the symbol of 19th century industrialism existing amid a dramatically beautiful natural area.

Design Considerations. Aside from the aesthetically pleasing appearance of the mill building and its surrounding site, Beverley Mill exhibits a number of advantageous design features that favor its adaptive use. The structure, similar to a factory or warehouse, has a spacious interior, with approximately 2,000 square feet on each of four floors, in addition to a half-story and basement. The well-lighted interiors are characterized by large, high-ceilinged, open spaces. Sturdily built, with heavy timber, post-and-beam framing the mill was "built to last." With several large exterior entrances, at three different levels, the building has excellent access for handicapped persons.

#### Statement of Condition of Mill, Site, Machinery, and Other Features

Beverley Mill has been idle for almost 30 years, since 1951 when the last miller to operate the mill closed the door on the commercial existence of the mill forever, and the property sold. Except for a few years in the early 1970s, when the mill was used for furniture storage for an antiques shop operated in the former miller's house, the building has been unoccupied and unused. In recent years, the mill has been open to visitors of all kinds, mill fanatics, relic-hunters, curiosity-

seekers, and youngsters bent on destroying the building's fabric. The owners claim they are unable to keep a lock on the door. Within the last 7 months, the owners have attempted to reduce the increasing vandalism by attaching sheets of plywood to the windows. An assessment of the present condition of the site, the mill, and the various outbuildings both on the mill parcel and in the vicinity of the mill will help to weigh the feasibility of restoring the mill.

Condition of the Site. The approximately 4½-acre parcel where Beverley Mill is located is in fair to good condition. Accessibility to the site is by way of a paved highway which begins about ½ mile east of the site, near the intersection of Turner Rd., I-66, and S.R. 55, or John Marshall Highway. This road is described in detail in another section of this paper, dealing with the construction of I-66. The yard of the dilapidated former miller's residence is not as well maintained. The area in front of the mill within I-66 right of way was recently (1980) landscaped by the Virginia Department of Highways, as part of its mitigation efforts to lessen the impact of I-66 on the mill property. Part of that landscaping included the grading and planting of the bank of Broad Run within the I-66 right of way, the planting of ornamental trees on the right-of-way as it passes the mill's southeast corner, and the erection of a fence between the highway and the mill property. The Highway Department has made an attempt to soften the visual effect of the bridge over Broad Run as it crosses in front of the mill: the bridge's railing is of rusticated wood construction rather than the concrete or steel ordinarily used in such bridge railings. There is a stone-constructed stair, leading from the east side of the mill, up about 15 or 20 feet, to the loading platform and

the railroad. The large, shaped blocks of stone in this combination stairway and retaining wall have come loose, and the stones at the base of the stair are missing, having been pried loose or fallen out of the wall. If there was ever a rail on this stair it is now missing. While the grassy area directly in front of and beside the mill is kept fairly neat, alongside the creek, behind the mill, and around the west side where the water wheel is, the site is littered with trash, glass, and pieces of equipment tossed or carried out of the mill by vandals; and the north, or railroad side of the mill is littered with rotting timbers from the loading platform and railroad debris. The mill race, considered both as part of the site and as part of the exterior milling equipment, is very deteriorated, though reportedly still intact. The open section of the headrace, constructed of stone and concrete, and measuring several hundred yards, is littered with railroad debris and other trash. Trees are growing out of the headrace, and it is half-filled in, in places, with earth and underbrush. The concrete sluiceway, or weir, which connects the headrace with a culvert passing under the railroad, possibly part of the tailrace of the "upper mill," is very deteriorated. Elsewhere along the millrace, other concrete structures used for channeling the water to the water wheel, probably constructed in the early 1900s, are in poor condition. The forebay and other exterior milling features closely connected with the water wheel are described and evaluated in the section of this report dealing with the condition of the mill.

While neither the ruins of the upper mill nor the ruins of the Chapman residence at Thoroughfare are part of the present mill parcel, the two structures and the old road that runs between them will be considered here, in light of their

historical connection with the mill standing today, and because of the possibility of including these two “Chapman family” relics in any plans for re-use of Beverley Mill as a historical milling museum, and the resulting value of these structures for historical interpretation. These two ruins of moderately large, probably two-story stone buildings which were still standing at the end of the Civil War are located on the north side of the railroad, each several hundred yards from the present mill, and in opposite directions from the mill. Their sites are completely overgrown. Scrub trees, briars, and a thick underbrush make access to these places difficult. The walls and interior of the upper mill have collapsed in on the structure, leaving only three of the building’s corners and parts of a wall. The interior of this demolished building is half-filled with trash, as if the mill had been used for years as a dump. Near the ruins of this mill is an early 20th century, one-story frame cottage, very deteriorated and supposedly used as a tenant house. The former Chapman residence, several hundred yards east of the upper mill ruins, is reached by a narrow lane which follows the rough terrain, running along the mountain behind the present mill and parallel to the railroad. This lane is suspected of being an old road which connected the Chapman house with the upper mill. The road may be part of an old wagon road through the Gap. All along this road, signs of stone quarrying are evident. Massive amounts of rock have been removed in some places, without there being any attempt to conceal the quarrying or to restore or replant the area. The old Chapman house is in better condition than the upper mill, though not by very much. The yard is completely overgrown with briars and the building’s interior is full of debris.

Condition of the Outbuildings on the Mill Parcel. Typically, a 19th-to-early 20th century merchant mill complex might include, besides the flour mill, a sawmill, blacksmith's shop, general store, and the miller's residence, perhaps some sheds, and possibly a cooperage. At Beverley, there were allegedly a sawmill and blacksmith shop, but they no longer exist. The only remaining outbuildings on the property are an early-to-mid-20th century, 2-story frame residence, the former miller's house during the Furr ownership and operation period, and a small, 1-story stone building near the mill, built in the 1930s as a retail outlet for the mill and once used as a U.S. Post Office. The former miller's residence is in poor condition. Its interior has been badly vandalized. Open and abandoned, the house appears to have been a stopping-place for transients. The house might be made habitable, but the expense of repairing such a building, one that has lost most of its architectural integrity through 20th century alterations and additions and that has peripheral historical significance, leads to the conclusion that perhaps it should be demolished. The small stone structure, though it is not old or architecturally significant, is repairable and, because of its similarity to and relationship to the mill, should probably be restored and used as an accessory building to the proposed mill museum.

Condition of the Mill. The building, overall, is in fair to good condition. Structurally sound, according to the present owner's representative, the mill suffered no structural damage during recent highway construction activities close by the mill. (During the building of I-66 past the mill, the course of Broad Run west of the mill was altered; the course of the railroad which runs past the mill on

the north was also changed; and the rock bottom of the Broad Run creek bed in front of the mill was blasted and drilled for bridge construction, among other construction activities. None of this was said to have had an adverse impact on the mill.) Several large cracks in the exterior walls exist and are especially prominent on the building's south side. According to some persons well-acquainted with the mill, these cracks have existed for a long time and were caused by natural settling of the building, not by highway-related construction. Others have noted that the mill's exterior walls are bowed somewhat, but that is not thought to be a serious structural defect.

The stonework needs repointing. The original lime-sand mortar has largely washed away or deteriorated. Repointing with the right kind of mortar will correct some of the problems caused by the deterioration and loss of the original mortar and will help prevent further deterioration of the exterior stone walls from the effects of wind and water. The building's roof is in good condition. It was replaced in the mid-1950s by a previous owner. A raised-seam metal roof, it may need to be painted at intervals, but no other maintenance on the roof is anticipated in the near future. The windows contain many broken panes. The window panes were replaced in the mid-1950s and again in the mid-1970s. Unfortunately, the windows have been a target for vandals and are now almost all broken. Many of the window frames are also damaged or have been destroyed. To prevent damage to the interior from exposure to the weather, the windows and doorways were sealed up in July 1980 with sheets of plywood. The damage from vandalism on this mill building is extensive. The building may be particularly

vulnerable to this sort of destruction because of its location on a dead-end road, in a sparsely inhabited area, and its high visibility from I-66. The mill receives no supervision. The locality is a popular one for drinking parties because of its relative isolation. The presence of the U.S. Post Office in a trailer at the foot of the building may have deterred some kinds of vandalism, especially during the daylight hours on weekdays, but both day and night time guarding of the site are necessary to reduce the damage to the building by vandals. In 1980, plans called for the relocation of the post office to a store on S.R. 55 west of the mill.

The loss through deterioration of the frame-built loading platform on the mill's north side is not irretrievable. This structure, a two-story, combination-sheltered and open loading platform containing the mill's office in a cantilevered bay at the northeast corner could be rebuilt, if necessary for the mill's restoration and the site's historical interpretation.

The metal water wheel and other exterior mill machinery are disintegrating. The wheel has lost many of its buckets through rust damage. The flume, a metal pipe about 2½ feet in diameter which channels water from the headrace to the forebay atop the water wheel, is also badly rusted. The stone and concrete channel of the headrace, essential to the mill's operation by waterpower, is badly deteriorated in some places, and is practically nonexistent in other places. Trees and brush are growing in the headrace, and it is not known whether Broad Run, since its course was changed for the construction of I-66, might still be used to provide water power for the mill. It is also not known if the complete headrace exists, or whether the westernmost part of the headrace may have been destroyed

during construction of I-66. According to the environmental impact statement, DOT was to make an effort to preserve the headrace intact. The tailrace of the upper mill is apparently channeled under the railroad where it flows into the headrace of the lower mill. The headrace of the upper mill could not be identified, though it appears that that mill's water wheel was on the east side of the building.

Mill Machinery. Specific details about the condition of the milling machinery and other equipment inside the mill are not available, owing in part to the sealing up of the mill by the owner in mid-1980. Moreover, the examination of the mill's machinery to evaluate its condition and assess what might be needed to restore it to working order, if restoration of the mill as a working roller mill becomes an objective, should be done by a qualified mechanic of milling machinery. Someone knowledgeable and skilled in repairing diesel engines should look at the auxiliary diesel engine, formerly used to power the mill during periods of drought.

In the judgment of this observer, the condition of the mill machinery would vary according to the age of the machine, the amount of wear, the maintenance it had received, and, finally, the additional deterioration each piece had been subjected to, owing to weather, exposure, lying idle for almost 30 years, and vandalism. A good deal of vandalism is evident in the mill. Parts of machines have been broken and/or removed. On one visit to the mill, this writer saw a large section of the crane, the metal mechanism used to lift the millstone, lying in Broad Run. It has been reported that such salvageable metal as copper



tubing and wiring, and portable machinery, have been removed from the building. Perhaps the sealing up of the building in mid-1980 will stop some of the vandalism and wreckage. Vandalism and theft, particularly by souvenir hunters, make the task of restoration that much more difficult.

Mill Interior. The interiors of old mills are allegedly notorious for their generally untidy, disorderly, even dirty, appearance. On first visit to the gristmill, the interior, especially if the mill is operating, might seem to be a jumble of equipment strewn about the interior. Noisy, dusty, and disorderly, the old mill hardly resembles its 20th century “re-creation” in the form of a milling museum. The interior of Beverley Mill is understandably dirty, since the mill has not been operated or used for anything but furniture storage for almost 30 years. Broken furniture, parts of the machinery and mill equipment, and debris are lying about. Structurally, the heavy timbers of the mill’s interior support system seem to be in good condition. The floors, having been worn, patched, replaced, and needing repair, are in varying states of condition. The stair, because of its location along the south wall where, owing to broken windows, weather has deteriorated the wooden treads and risers, is in poor condition in some places and in fair condition in other places. Fortunately, the building’s roof has been well maintained, and therefore no damage to the interior that might have been caused by a leaking roof is evident. Though the building had electricity, and possibly even interior plumbing, those systems would both need replacement in a restoration of the building. An architect would presumably identify other interior deficiencies not mentioned in this report. The cost of repairing and restoring the building’s

interior would probably be a large portion of the budget in the restoration of the mill.

#### Alternative Suggestions for Re-Use as a Mill Museum

Barring the unlikely possibility that the mill would ever be restored as a commercial flour mill, an especially attractive option for re-using the mill may be restoration of the building as a mill museum. Such a restoration would be a compatible re-use requiring the least alteration of the building and would conserve many of the existing features of the mill, particularly the mill machinery. Options for restoring the building and site as a mill museum range in degree of restoration, from a full-scale restoration and rehabilitation of the mill to its condition at the time of the mill's closing in 1951, to a partial restoration as either a gristmill or flour mill, to a limited restoration of the building as a non-operating mill museum. There is also the possibility of adaptive re-use of the building as a combination mill museum and visitor reception center for the proposed Bull Run Mountain Natural Area.

A full-scale restoration to an operating roller mill with facilities for also stone-grinding cornmeal would be very expensive. At the time of its closing in 1951, Beverley Mill had three pairs of rollers for making Patent Flour, one pair of stones for grinding cornmeal, and a hammer mill for processing feed. Such an operation would be expensive to maintain and operate, and may exceed the objectives of many of those interested in seeing the mill preserved. A full-scale restoration could probably be performed in stages, an approach which would permit flexibility in financing the work, and at the same time would allow public

access to the building as quickly as possible. In a complete restoration, as much of the mill machinery as is necessary for demonstrating the roller mill process would have to be rehabilitated and put in working order, beginning with the water wheel, the headrace and other mechanisms for channeling and controlling the power supply, and including the grain separators, at least one of the roller mills, the bolters, purifiers, dust collectors, and the grain elevators for moving the product from one level to another. In addition, the millstone housing and mechanism for moving and adjusting the stone would have to be repaired and restored, along with the grain elevators, chutes, and storage containers that are associated with the corn mill system.

Another approach to the mill's restoration would be to completely restore only one of the mills, either a roller mill and its associated equipment, or preferably, the grindstone and its associated machinery. Then, perhaps, the remainder of the mill's machinery could be used as a non-working exhibit to show how the mill processed grain. In a staged restoration of the mill, the millstone could be re-activated first, and the roller mills sometime later, when the availability of resources permits. The alternative of restoring the building to a non-working museum of mill technology, clearly the least expensive alternative, should not be seriously considered, except as a temporary measure only, because of the necessarily static character of a non-working exhibit. That static or "dead" quality is especially unwanted in an interpretive museum focusing on such a dynamic, kinetic industry as grist and flour-milling.

A third alternative would introduce another adaptive use in the restoration/rehabilitation of the building. In that plan, which involves the proposed Bull Run Mountain Natural Area, part of the mill would be restored as a working mill museum, and another part of the building would be adaptively used as a visitors' reception center. The mill is conveniently located for access to the 3,000-acre tract, for which a comprehensive plan of limited development is now underway. The large size of the building could accommodate such multiple uses as milling museum, nature center, visitors' center, and administrative offices.

#### Towards a Preservation Plan

Setting aside consideration of the various alternative reuses for Beverley Mill, it is important that action be taken immediately to save the building from vandalism and further deterioration. The trend toward the building's disintegration must quickly be reversed, or the mill will soon fall into such a poor state of repair that restoration would not be feasible.

- The exterior walls need to be properly repointed, and the large cracks that have appeared in the masonry should be repaired.
- A caretaker should be hired to protect the building from further vandalism.
- The building's interior should be cleaned, with care taken not to discard anything that may be used in restoring the mill to working order.
- The mill should be recorded, preferably by the National Architectural and Engineering Record of the National Park Service to provide documentation on the building, and a written and graphic record of the milling machinery and mill process.

- Representatives of involved local and state governments should meet with the owner to discuss ways of preserving, restoring, and re-using the building.
- A specialist in mill restorations, preferably one familiar with the roller mill period, should be brought in to advise the owner (or organization directing the mill's restoration) on the feasibility of restoring the mill to a mill museum.

#### Sources of Funding and Other Kinds of Financial Assistance

Public Funding Sources. There are several sources of public funding for historic preservation, eligibility for which may depend on whether the mill is to remain in private ownership or be acquired by one or more local governments or by the State of Virginia. Sources of private funding and other kinds of financial assistance are also identified.

Because Beverley Mill is listed on the National Register of Historic Places, it qualifies for federally-sponsored grants, loans, and special tax considerations. The Department of the Interior's matching grant-in-aid program for acquisition and development of historic properties, administered by the National Park Service, is the federal government's principal source of direct assistance to historic preservation. Application for this money is made through the Virginia Historic Landmarks Commission. Either public or private owners can qualify for federal grants-in-aid. Matching grants (usually on a 50-50 basis of a project's total costs) can be used for "acquisition, protection, stabilization, preservation, rehabilitation, restoration or reconstruction" of a historic property. Public accessibility of the funded property and compliance with the Secretary of the Interior's Standards for Historic Preservation Projects are required of property

owners receiving federal grants assistance. Acquisition funds may also be used for the purchase of less-than-fee-simple interests, such as open space or facade easements, if that would serve the preservation objective. It should be noted that competition for federal grants is very high, and in recent years the amount available has been drastically reduced.

The federal government's Land and Water Conservation Fund finances the planning, acquisition, and development of state and local facilities for outdoor recreation. The Virginia Commission for Outdoors Recreation administers those funds for the state. Land and Water Conservation grants may be used to acquire historic sites and to improve the surroundings of historic structures. A historic structure that is part of a state's comprehensive outdoor recreation plan may qualify for assistance. This alternative funding source is included in this report because of the possibility that the mill parcel, which abuts a designated natural area, may be acquired for incorporation in the State's plan for limited development of that natural area.

Virginia has a program for preservation of historic memorial sites and facilities that is funded by the state. Money received from that source may be used to match federal grants-in-aid. Application is made through the state representative in which the site for proposed preservation is located. There is a bill pending in the House (HB 1622) which would change the procedures for application for state historic preservation funds, making the Virginia Historic Landmarks Commission the application and review agency.

The National Endowment for the Humanities' Museums and Historical Organizations program funds, on a 50-50 match basis, exhibitions and interpretive efforts. The NEH makes direct grants to individuals or organizations, for projects primarily intended to benefit adults. This information has been included in case the decision is made to adaptively re-use the site as a historical mill museum.

A state-based humanities committee, the Virginia Foundation for the Humanities, funds programs on local history, using grants provided by the National Endowment for the Humanities. Ranging from \$500 to \$15,000, the monies are used to fund project grants, media grants, planning grants, and policy grants. Most grants must be matched on a 50-50 basis by the organization receiving them.

Technical Assistance. The National Trust for Historic Preservation is a private, non-profit national historic preservation organization that offers, among its other preservation programs, small, matching-basis grants to private, non-profit organizations and government agencies to pay for consultants or preservation problems. These grants, averaging between \$1,000 and \$2,000, may be used for project feasibility studies.

The American Association for State and Local History has a consultant services grants program available to organizations requesting advice on the development of a museum or exhibit. Depending on their organization's financial resources, grant recipients pay travel and lodging costs for the AASLH consultants, while the grant pays for the consultant's services.

Other kinds of technical services that are available for historic preservation-related projects include the National Park Service's summer program for recording buildings and structures important in architecture, engineering, and industry. With funds from the Office of Archeology and Historic Preservation, usually matched by the local government or requesting organization, the Historic American Buildings Survey (HABS) and the Historic American Engineering Record (HAER) employ students and professionals in the fields of architecture, architectural history, engineering, history, and planning to document important, threatened buildings and structures.

Federal Tax Incentives. If a commercial or income-producing re-use of Beverley Mill were found, an owner could take advantage of certain provisions of the Tax Reform Act of 1976 (extended to 1983) amending the Federal Income Tax Code. Designed to encourage historic preservation, these tax incentives allow owners of properties listed in the National Register to amortize the costs of a substantially rehabilitated structure at an accelerated rate.

Easements. An owner who donates an open-space or a historic preservation easement derives certain tax advantages in that the landowner's assessment for real estate taxes might be reduced by the value of the donated easement. The value of the easement may be deducted from federal and state income taxes, and from federal estate taxes and Virginia inheritance taxes.

Private Sources of Funding. Financial aid for historic preservation is also available through private philanthropic organizations, though the amount of this kind of money to finance preservation projects is limited and competition is high



among the private, non-profit applicants for foundation money. The National Trust pamphlet "Private Funds for Historic Preservation" suggests alternative fund-raising techniques to identify and obtain financial support from individuals, corporations, and foundations.

### Conclusion

The preservation of Beverley Mill will depend on a number of factors, primary among them the wishes and goals of its owner, or other organizations in charge of directing the restoration. The different groups, both private and public, concerned with the mill's future use should also be involved in deciding the kind and scale of restoration that will be undertaken. The availability of funds to finance the restoration, and other considerations, including the feasibility of restoration, the area's land development and population trends, and political considerations, will also affect the mill's future.

Because there is some interest at several different government levels in how the mill should be preserved, perhaps representatives of the local and state agencies involved should arrange a meeting, attended also by mill historians, mill restorationists, representatives of the mill's owner, and others interested in the building's preservation, so as to try to cooperatively decide what might be best for the building and the site. Though the mill is privately owned, a legitimate public interest is involved because of the recent, serious deterioration of the mill.

## POSTSCRIPT

### BEVERLEY MILL 1981 TO 2006

By Ellen Percy Miller

By 1981, the President of the Bull Run Preserve, Inc., Joan Irvine Smith, as she preferred to be called, had divorced and returned to Irvine Ranch in Irvine, California, her childhood home she had inherited from her grandfather. She left a caretaker in charge of the mill. He boarded up the windows to deter intruders. The mill remained a popular place for teenagers, fishermen, photographers, history buffs, mill buffs, the curious, and, unfortunately, vandals. Historical organizations concerned about the mill's welfare, attempted to contact Mrs. Smith. Entrepreneurs thinking the mill would make a great restaurant, bed and breakfast, or spectacular home also tried to reach her. It wasn't until 1998 that members of a local group concerned about the mill's preservation (later becoming Turn The Mill Around Campaign) were able to get her attention. Two small fires had been extinguished in the mill in the preceding months and, concerned about the liability, Mrs. Smith finally agreed to sell the mill to the group. The transaction would have been soon completed and the building once again securely boarded up. However, on the afternoon of October 22, 1998, just a few days before the final sale papers were to be signed, arsonists entered an open window.

The arson fire totally destroyed the interior of the mill. Since 1876, mill owners had refitted the mill with the latest milling machinery (often wooden), pushing the old equipment back against the wall. Wooden walls forming storage

bins for corn and grain partitioned the upper floors of the mill. Wooden grain chutes, heavy support posts and 18” by 18” chestnut beams were common. They fed a fire that raged at temperatures reaching 1200-1500 degrees Fahrenheit, so hot that news helicopters didn’t dare fly overhead because of thermal currents.



Interior sifter machinery prior to the fire

The metal roof caved in. High flames shot skyward twice the height of the eighty-two foot building, illuminating the faces of fire fighters and a crowd of grieving observers.

Thirty fire and rescue units from Prince William, Fauquier, and Loudoun Counties responded to the 4:02 p.m. fire bringing with them forty-five pieces of

fire-fighting equipment and 100 fire fighters. It took nine hours, a very long time in firefighting history, to get the fire under control. Only the four walls were left standing. A decision was made to blow down the gable ends with the powerful water hoses because of a concern they would fall outward and injure people. There was no historic preservationist present to relay the knowledge that stone walls always fall inward, and that gable ends lend integral strength to the structure.



Fire and Rescue teams on the afternoon of October 22, 1998

For weeks afterward the mill smoldered and people, numb with disbelief, came to say goodbye, to cry, to share their anger that their building, the place that gave them a sense of time and place and beauty, had been so violated. “Who could do such a thing?” was heard over and over. There were many who felt that the “creatures” responsible for this travesty should be hung.



Interior belts and wheels prior to the fire



Smoldering remains on October 23, 1998

Because Beverley Mill was listed on the National Register of Historic Places, federal agents from the Bureau of Alcohol, Tobacco and Firearms joined

the Fire Marshall from the Prince William County Department of Fire and Rescue in the subsequent investigation. It was commonly believed that teenagers had started the fire; however, the Bureau investigator concluded that two or more very organized adults had deliberately committed the arson.

Another detail supporting this belief was the fact that there were no circulating rumors about who was responsible. If it is kids, you always know in ten days, the investigator said. They always talk.

For a short while there was a concern that vibrations from the twenty trains a day on the adjacent Norfolk Southern rail line would cause the mill walls to collapse. It was suggested that the trains go through the Gap no faster than 10 miles per hour. The Prince William County Department of Public Works condemned the site and stated the owner had to repair or tear down the building. Joan Irvine Smith decided to donate the mill and its environs to the group that became Turn The Mill Around Campaign (TTMAC). With this transfer of property came the 501-9(c)(3) non-profit organization, Bull Run Preserve, Inc., that Mrs. Smith had started years earlier when she wanted to open the mill as an educational and interpretive site. Thus, Bull Run Preserve, Inc. started trading as Turn The Mill Around Campaign.

Turn The Mill Around Campaign was formed by a local group of preservation-minded citizens that banded together with the common goal of saving what was left of the mill building and the 4.6-acre site. TTMAC chose to preserve Beverley Mill as a ruin site, showcasing the architectural, engineering and historic elements of the building that remained standing after the 1998 fire.

Their vision included stabilizing the mill ruins, developing the site with pathways and interpretive signage, restoring the small stone mill store (c.1934) for use as a visitor center, and providing public access.

TTMAC's Mission Statement reads as follows: "Turn The Mill Around Campaign is dedicated to the historic preservation and stabilization of the Chapman's (Beverley) Mill, a 260-year-old gristmill located in the heart of Thoroughfare Gap, Virginia. Through these preservation efforts, Turn The Mill Around Campaign's goals are to develop an interpretive/educational program of the history and significance of the mill and Thoroughfare Gap and provide public access to the site."

After the fire, William Davis of Richmond, Virginia, the preservationist engineer who had restored Aldie Mill, was hired by TTMAC to assess the condition of Beverley Mill and determine what would be required to open the stabilized ruins of the mill to the public. Mr. Davis decided this was a plausible goal and estimated it would cost about \$500,000. The Board of Turn The Mill Around Campaign eagerly started fundraising.

Unfortunately, at a later date, Mr. Davis decided he did not want to take on this project. The Board approached other historic preservation companies but none felt they could do the stabilization because of a perception that the walls were too unstable. Eventually, Cintec America, Inc., a subsidiary of the English company Cintec, agreed to take on the project. The parent firm had reconstructed the Queen's Wing of Windsor Castle after its 1992 fire and had done restoration work to Buckingham Palace. The Virginia Department of Transportation had

hired Cintec to restore Aldie Bridge and a number of National Park Service historic sites had contracted them as well.

Cintec's innovative internal anchor system, a stabilization approach that invisibly strengthens the walls of stone buildings, required drilling two inch diameter cores of rock horizontally from the corners, and horizontally as well as vertically around each of the sixty-seven windows and doors. Rock cores were drilled out vertically from the full height of the eastern and western walls. A stainless steel rod placed in a mesh "sock" was inserted into the drilled area. Then a special grout pumped into the sock expanded the sock to fill the holes and crevices in the stone walls. The site of the drilling was then covered with rock so that none of this stabilization work would be visible to the naked eye. To complicate matters, the intense heat of the fire had also caused the scaling or cracking of many of the rocks in the walls. The successful mitigation of the scaling was another engineering feat for Cintec.

A continuing problem for TTMAC was overcoming the spiraling cost of labor and materials as the project progressed. What was originally thought to cost \$500,000 became \$1,042,000. As of September 2006, it is projected that rebuilding the gable end walls will cost about \$150,000, and restoring the 29-foot Fitz waterwheel will be another \$125,000. These figures do not include the development of the site with amenities such as toilets and running water that an historic site open to the public must have.





Ruins after the fire

One final issue that TTMAC needed to resolve was the mill's name. Mills are traditionally named after their current owner. The Beverley family sold the mill in 1898 but locally the mill is still known as Beverley Mill. The Civil War and much of the regional history of the mill took place when the five generations of the Chapman family owned the mill. To avoid confusion, it was decided to name the structure the Chapman/Beverley Mill.

Turn The Mill Around Campaign has been able to stabilize the walls of the building and will soon be developing the site for public access. This work would not have been possible without the generosity of The Wrinkle In Time Foundation, numerous individuals, organizations, small charitable foundations, the Virginia legislature, as well as a \$600,000 grant from the Virginia Department

of Transportation who administered the funds from the U.S. Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). The many hours of volunteer in-kind service from construction firms and individuals has helped meet the matching requirements for the TEA-21 and Virginia Legislature grants. The project of opening the Chapman's/Beverley Mill ruins and site has been truly a community effort to save a cherished landmark.



View from the southeast prior to the fire



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APPENDIX

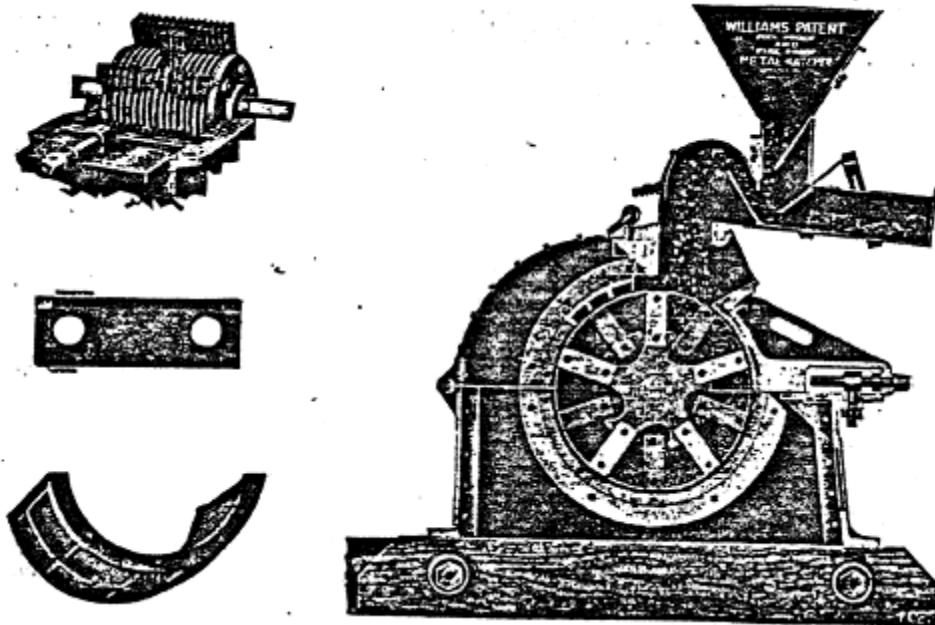
A Selection of Pictures of Roller Milling Machines

Identified by Mark Spencer

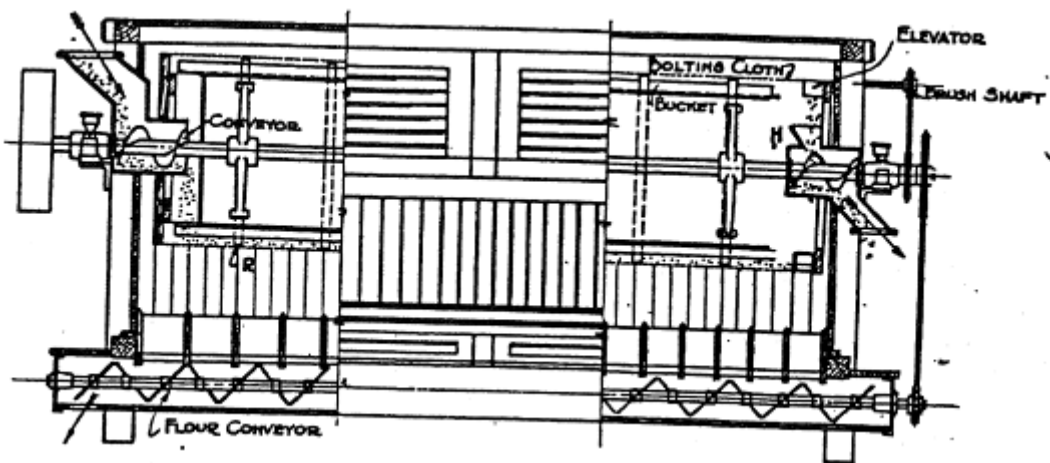
in His Reconnaissance Survey as Being

Similar to Those in Beverley Mill

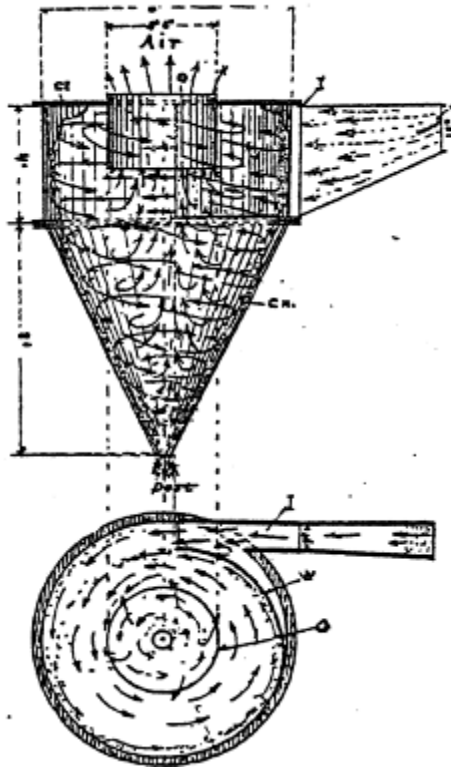




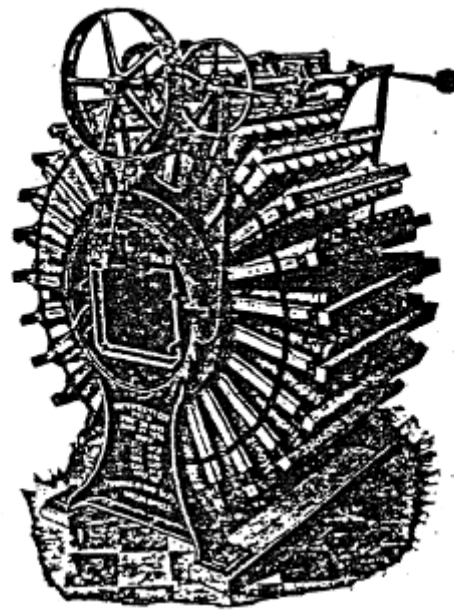
A Hammer Mill and Construction Details (Williams)



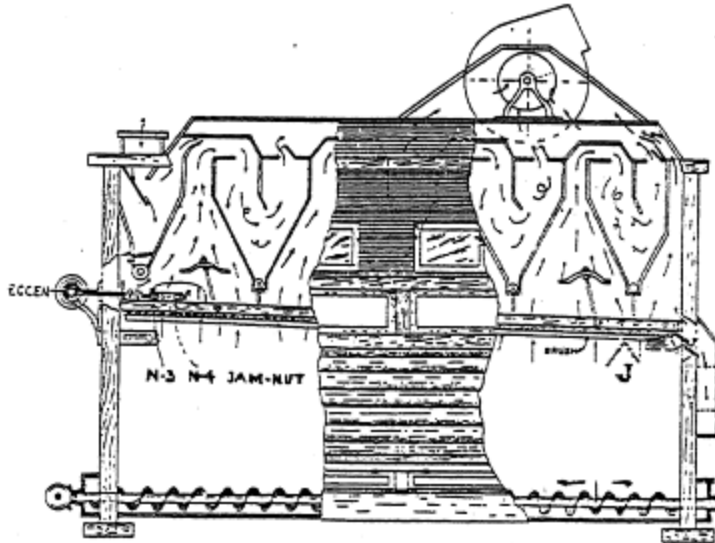
Round Reel



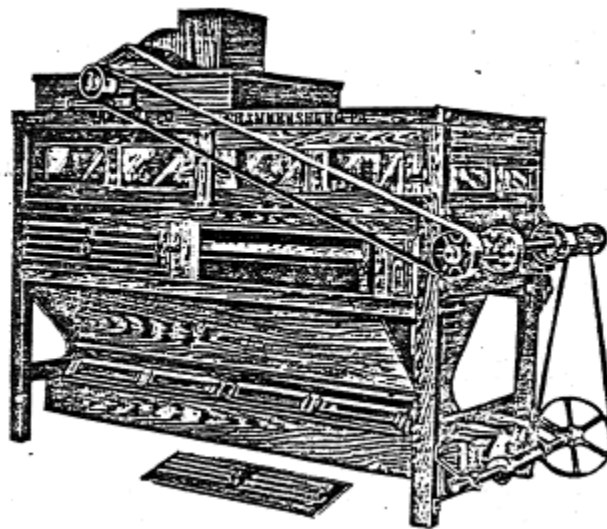
Cyclone Collector



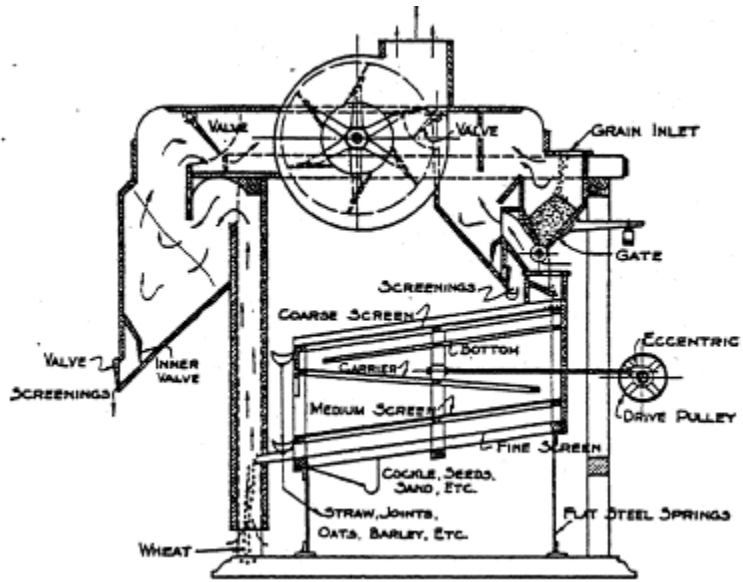
Perfection Dust Collector (Prinz & Rau)



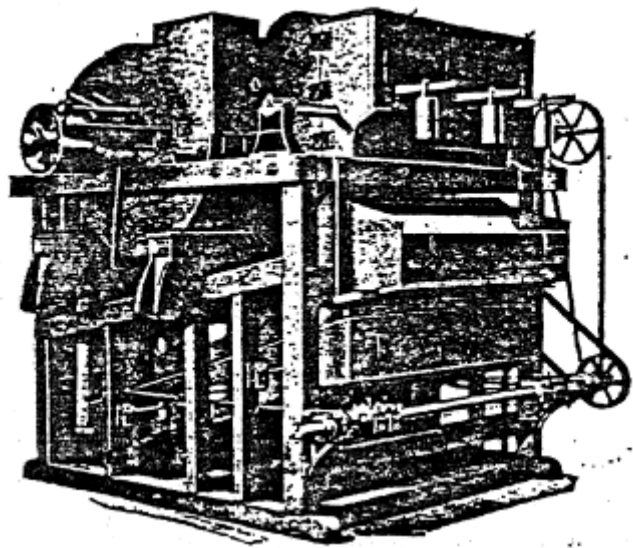
The Sieve Purifier



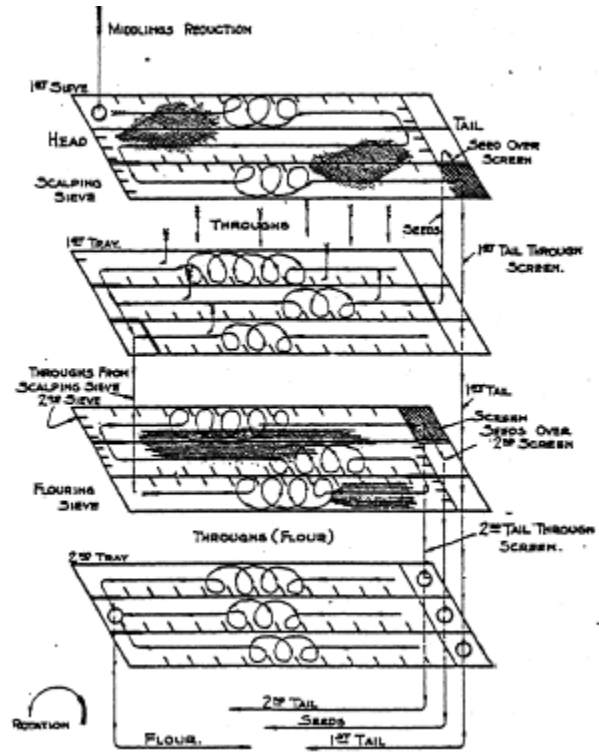
The Wolf Middlings Purifier (Sieve Type)



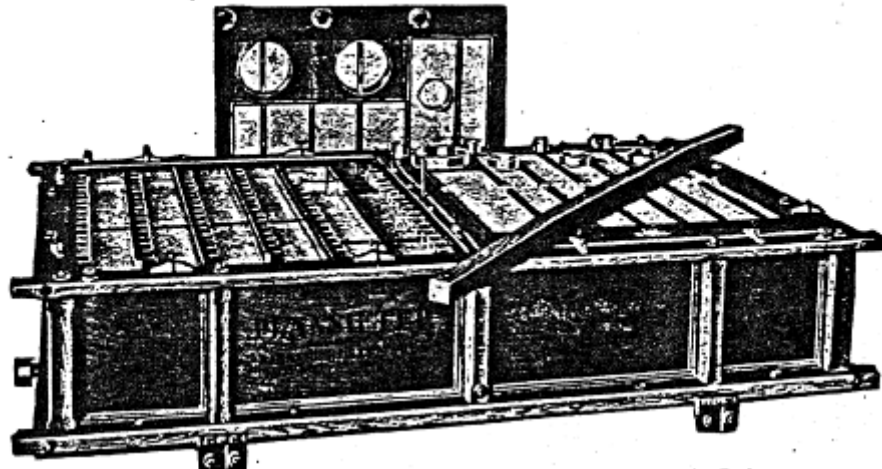
A Simple Receiving Separator



Compound Driven Elevator Separator (Eureka)



Flow of Stock in Middlings Section of Purifier



Top View of Plansifter Box (B & L)