

II. HISTORY OF THE TOWN

The following is excerpted from “Designating Local Landmarks: Town Imagery in Culpeper, Virginia”, a University of Virginia master’s thesis, by Genevieve Keller (1975). The document has been edited slightly for purposes of this version of the Comprehensive Plan.

FOUNDING ERA

A 1759 Act of the General Assembly of Virginia established the Town of Fairfax (now Culpeper) as the first town in the County of Culpeper that had been formed in 1749. Culpeper County was named for an English nobleman, Lord Thomas Culpeper, Colonial Governor of Virginia, 1680-1683, who inherited from his father, Lord John Culpeper, a large tract of land granted by King Charles II. Lord Thomas Culpeper’s rich Virginia domain, comprising all of the Northern Neck territory, lands lying between the Potomac and Rappahannock Rivers to the Blue Ridge Mountains, was inherited by his daughter Catherine who had married Lord Thomas Fairfax. Their son, the sixth Lord Fairfax, inherited the property. It was from the sixth Lord Fairfax that the Town of Fairfax (the original name of the Town) was named.¹ Lord Fairfax was the patron of George Washington whom he engaged to survey his property in the vicinity of the Town of Fairfax. In July 1749, George Washington, then seventeen years of age, was commissioned by the College of William and Mary to the office of Surveyor of Culpeper County. Washington established his headquarters in the Town of Fairfax, where he qualified for his first surveying position by taking the oath of allegiance to King George II.² The book in which this record was registered is one of several deed and minute books that disappeared from Culpeper County Clerk’s Office during the Civil War. Similarly, the house in which Washington allegedly maintained his residence in 1749 has been demolished.

The first County Courthouse, according to local tradition, was probably a simple frame structure that had been built by the time the Town was established in 1759. The Act of General Assembly, dated February 22, 1759, describes the Town as a “high and pleasant situation in the County of Culpeper where the courthouse now stands.”³ The General Assembly designated twenty-seven acres of land owned by Robert Coleman to be divided into lots by trustees. The Town’s first trustees were Thomas Slaughter, William Green, Nathaniel Pendleton, and William Williams. Coleman’s land was part of the original grant to Colonial Governor Alexander Spotswood. Spotswood’s son, John, leased and eventually sold to Coleman two hundred thirty-five acres of a tract described as where “the Court House now stands and where Coleman now lives.”⁴ On June 21, 1759, Roger Dixon, Clerk of the Court for Culpeper County, recorded a plat of twenty-seven acres divided into forty lots by Robert Coleman. The plat extended from Spencer Street to Stevens Street, north to south receptively, and from Madison Road (now West Street) to Back Street (now East Street). The Trustees recorded that Main Street, then Coleman Street, and Davis Street, were sixty feet wide. All other streets were thirty feet wide.⁵ Davis Street was named for Benjamin Davis, lessee of Robert Coleman. To compensate Davis for the loss of his holdings after the Town was laid out, Coleman reduced his rent by one-fifth. The

purchasers of the original lots were: Roger Dixon, Peter Marye, Charles Lynch, Dr. Leonard, Robert Covington, Birkette Davenport, William Williams, Charles Yancy, Weathers Conway, and Nathaniel Pendleton.⁶ The Town reserved one square block as a public square containing the courthouse, clerk's office, the jail, a whipping post, and stocks.

SOCIAL CONTEXT: EIGHTEENTH CENTURY – Museum of Culpeper History

At the start of the 18th century, the Culpeper area was at the edge of the Frontier. Life for early European settlers was often a struggle for survival. Frontier families concerned themselves with securing food and shelter and defending their home. Later, as the edge of the frontier moved westward, lifestyles changed. Less concerned with bare necessities, Culpeper residents in the late 18th Century were able to purchase and manufacture goods that would have been considered luxuries in earlier times.

Little is known about Culpeper during the rest of the eighteenth century since many of the eighteenth century records were destroyed or lost during the Civil War. Some of the pages of the minute books that remain contain entries that give an indication of some Town activities. In 1799, the Town of Culpeper Courthouse (as the Town was known from 1795-1870) became a distinct governmental body with a separate set of laws. By the next year, the Town Trustees had begun regulating building practices and the keeping of livestock. An entry for July 7, 1800, states that the Trustees had voted to prohibit wooden or stick chimneys. All homeowners with such chimneys were given until November 30, 1800, to replace them with brick or stone chimneys. At the same meeting, the Trustees voted to prohibit hogs to run at-large on Town streets, and permitted hogs to be shot if they were running loose. In June 1806, the Trustees extended regulation to the construction and maintenance of wells by appointing a committee to superintend the digging and cleaning of wells. In May of 1807, the first county courthouse that had been erected shortly after the formation of the County of Culpeper was declared unsafe. The trustees appropriated \$1,500 to build a new two-story brick courthouse that was completed in August 1809 and described as having a “foundation of stone as high as a water table.”⁷ The second courthouse was the structure that was present during the Civil War. From a Civil War era photograph, the second courthouse appears to have been a Georgian vernacular building that was altered shortly before the Civil War. Differences in the cornice details of arcade and bell tower, built on the front of the courthouse, indicate that these were later additions.

CULPEPER MINUTEMEN – Museum of Culpeper History

In July 1775, a battalion of men was formed to “march at a minute's notice.” By September of that year, the group was marching to Fredericksburg as the Culpeper Minute Men under their “rattlesnake” flag with their famous motto “Don't Tread on Me.” They joined Virginia's militia led by Patrick Henry. The Culpeper militia was led by Culpeper residents John Jameson and Phillip Slaughter. John C. Marshall, future Chief Justice, was a Culpeper Minute Man. The Minutemen saw significant action at Great Bridge [in Tidewater Virginia] under the leadership of Lt. Col. Edward Stevens.

In 1795, with the opening of the U.S. Post Office, the Town was officially designated as “Culpeper Courthouse.” A young attorney, William Smith, took advantage of the newly opened post office, and secured a mail contract in 1797. He organized a coach line from Washington, D.C., to Culpeper Courthouse. He systematically extended the line through Piedmont Virginia and eventually as far as Milledgeville, Georgia. Smith repeatedly made demands upon Congress for extra compensation. These demands led to his nickname of “Extra Billy” Smith. Smith was one of the Town’s most prominent citizens during the first half of the nineteenth century.

His classic Greek Revival mansion was built about 1835 on the north end of Main Street and was one of the finest houses in the Town. It sat on an entire block on the west side of Main Street between Spencer and Edmonson Streets. His mansion was used by General U.S. Grant during the Federal Occupation of 1863/64. Smith’s political career began in 1836 when he was elected to the Virginia State Senate. In 1841, he was elected to the U.S. House of Representatives. He served as Governor of Virginia between 1845 and 1849.

He was again elected to the U.S. House of Representatives from 1855 and served until the secession of Virginia preceding the Civil War. During the Civil War, Smith served as a Colonel in the 49th Virginia Volunteers. When he was not in an elected office, Smith practiced law from a one-story office building on the public square.⁸

In 1824, the Marquis de Lafayette and President James Madison visited the Town and were entertained and lodged in Main Street houses and taverns that no longer exist. Later, in 1835, F.J. Thompson, a resident and merchant, drew a map of the Town. By this date the heirs of Robert Coleman, the Town’s founder, had added their holdings to the Town extending it four blocks to the north and four blocks to the south. Many of the Town’s streets, such as Stevens, Edmonson, and Slaughter bear the name of the early residents. Distinguished among these was General Edward Stevens, Coleman’s son-in-law and Revolutionary War hero at the Battle of Great Bridge. The 1835 map indicates the growth of the Town in the eighty-six years since its founding. The Town had about a hundred structures and had a population of around 300. The Town is noticeably rustic in character with numerous log dwellings and livery stables. After the Revolutionary War, towns attracted craftsmen and artisans.⁹ By 1845, it was estimated that the Town had a population of about 700 persons.¹⁰

TWO OLD MAPS – WHAT DO THEY TELL US OF CULPEPER’S HISTORY?

The Town of Culpeper is fortunate to have had two maps drawn during critical junctures in its history. Neither of these was commissioned by the Town or County of Culpeper. Both of these maps are representative of their time and contain much historical insight.

The 1835 *Thompson Map* was drawn by F.J. Thompson, a resident and merchant, of the Town. The map was drawn shortly after the Town became incorporated on March 1, 1834. It had been 76 years since the Town’s founding and there were 18 blocks.

Four blocks had been added to the north and four blocks had been added to the south of the original 10-block town plan. There were about 80 structures and the population was around 300. The Town’s streets were named after its founders and heroes. The streets were not paved or planked, but were dirt. The manner of construction was noticeably rustic, primarily composed of riven log structures with mud daubing. There were numerous liverys and stables. Other features representative of the times were: 1) numerous trades were represented in Town, including wheelwrights, cabinetmakers and saddlers; 2) non-governmental institutions consisted of 2 churches- St. Stephen’s Episcopal Church (Figure II-1) and the Presbyterian Church; 2 hotels; and a Masonic Hall; 3) large scale commercial-manufacturing operations were limited and consisted of a “Coach Factory” and two warehouses; and 4) the drama of crime and punishment were well-evidenced – there were stocks, whipping post, and a jail on the “Public Square.” On the outskirts of Town, off West Street between Evans and Slaughter (now Edmonson) Streets, was “Gallows Hill” for public hangings. The residences and commercial structures represented in the map were utilitarian in nature and most were associated with the pursuit of the basic necessities of life. The most extravagant business was a “Cake Baker.” The heads of household were clearly noted, and many of their descendents live on in present-day Culpeper Town and County.

The 1863/64 *Chapman Map* presents a picture of the Town as it appeared during the Civil War. The map is also historically significant as it provides the location of Federal activities during the Federal Occupation of 1863/64. The Town was occupied by four Federal Army Divisions. Over 100,000 troops, of all ranks, were quartered or camped in many locations in the Town. The author of the map is an unknown Federal Officer serving in the Army of the Potomac. The map was presented by Major General M.R. Patrick to Captain Justin H. Chapman of “B Co. 6th Conn. Vol. Inf.”

The appearance of the Town had noticeably changed in the 30 years between these two maps. The Town had grown to about 30 blocks in size. Brick structures had begun to replace the rustic log structures that appeared in the 1835 map. There were about 200 structures in Town, including numerous outbuildings. Some houses even had formal gardens, a far cry from the hardscrabble earlier times. The force behind all this change was the coming of the Orange and Alexandria Railway in 1852. The railway dramatically changed the Town in many ways. It brought about an era of prosperity not previously experienced and made “town life” possible in the region. It also re-oriented commercial activity onto Davis Street, although business was still on Main (or Coleman Street). The Town also began to develop eastward toward the rail line.



Figure II-1: St. Stephen's Episcopal Church.

CIVIL WAR PERIOD

The coming of the railway marked one of the most visible and significant transformations of nineteenth century Culpeper. Culpeper became a terminal on the Orange and Alexandria Railway in 1852. To support the railroad locomotives, stacks of wood were piled along tracks and became part of the local landscape. The railway promoted trade and encouraged business activity on the east end of Davis Street and further enhanced the Town's position as a market center in the region. The unloading of goods near the railway station probably resulted in giving this part of Town the name "The Wharf." The dominant architectural element of the Wharf area was not the railway station, but the Waverly Hotel that was completed in the 1850s. The Waverly Hotel, a three-story Greek Revival building with Tuscan brackets, became a popular lodging place on the railway line and was enlarged to accommodate more guests. This structure has since been demolished.

Culpeper's strategic location on the Orange and Alexandria Railway was a significant factor in establishing Culpeper's role in the Civil War as a supply station and occupation site. Although the Town of Culpeper was not a battleground, the Town was shelled numerous times because of the ammunition stored in the Wharf area. Since Culpeper Courthouse was on the line of advance and retreat of the armies between Richmond, the capital of the Confederacy, and Washington, the capital of the Union, many military figures visited and quartered in the Town. After the First Battle of Manassas (or Bull Run), trains brought the wounded and dead to Culpeper. The Town's three churches and the courthouse were used as hospitals.¹¹ In the summer of 1862, General Pope's troops devastated much of Culpeper County causing many residents to seek shelter with friends in Town. On August 8-9, 1862, battles at nearby Cedar Mountain resulted in more wounded seeking medical care in the Town. Other battles in the area, at Kelly's Ford, Freeman's Ford, and Brandy Station made Culpeper a major hospital center. During the winter of 1862, Stuart's Divisions quartered in the Town. The private hotels that had been used as hospitals that summer became sites of dances and musicals to entertain the quartered troops.

Young Major John Pelham, the expert of Stuart's Horse Artillery, quartered in Culpeper that winter and was a frequent guest at the home of Judge Henry Shackelford on Main Street. On March 17, 1863, Major Pelham died at the Shackelford residence from wounds sustained at Kelly's Ford. "Rooney" Lee, the son of Robert E. Lee, was seriously wounded at the Battle of Brandy Station on June 9, 1863. He recuperated at the Hill Mansion that is still located on South East Street. After the Battle of Gettysburg, General Robert E. Lee visited his son and other wounded soldiers who were being treated at Culpeper Courthouse, Virginia.

The area around the Town remained a battleground for the rest of the summer and autumn of 1863. The Town was again shelled on September 13, 1863, and battles at nearby Brandy Station and Jeffersonton in October and November sent even more wounded men into the Town's makeshift hospitals.

In December 1863, Culpeper became an occupation site as U.S. General U.S. Grant moved four Federal divisions (100,000 soldiers) into the area. Local tradition states that forests were denuded for firewood for a 20-mile radius. Old photographs, including several by famous photographer Matthew Brady, show troops camped in tents on the east side of Town. A post-Civil War post card portrays soldiers on Culpeper's Davis Street during the War. General Grant was quartered in two homes while in Culpeper. He spent the majority of the Occupation at the mansion of "Extra Billy" Smith on Main Street. Prior to the Battle of the Wilderness, he was quartered in the Freeman-Barbour home on Davis Street. Both of these homes have been demolished. After Grant's troops moved south in the spring of 1864, the area around Culpeper was no longer a major battleground. During the winter of 1865, the Town suffered from continued raiding parties and the news that its native son, Lt. General Ambrose Powell Hill (Figure II-2) had been killed in the final days of the Civil War near Petersburg, Virginia.

Fortunately, during the Civil War an unknown Federal officer prepared a map that gives a very good indication of the physical layout of the Town as it appeared during the Civil War. The map, known as the Chapman Map, was prepared during the Federal Occupation of 1863/64. By the Civil War period, the Town had grown to about 30 blocks. The Town also had a much more prosperous look. An August 8, 1859, article which appeared in the *Blue Ridge Republican* stated "New buildings, both for businesses and private residences have sprung up in every direction, some of these of city elegance ... Culpeper will be one of the most flourishing inland towns in Virginia, or the South. Everything necessary is found here – capital, enterprise, location, climate and health." The Town was not burned during the Civil War, as many Southern towns were, although some buildings were shelled, destroyed, or damaged beyond repair.

SOCIAL CONTEXT – RECONSTRUCTION ERA AND EARLY TWENTIETH CENTURY – Museum of Culpeper History

Sweeping political spirit and technological changes in the 19th Century transformed the American way of life. Out of the ruins of the Civil War, Culpeper was able to rebuild. Slavery was abolished, creating new possibilities for African Americans. During the Civil War, women began to work outside the home in new capacities formerly closed to them. They also became more active in civic and political spheres. Social reforms, such as state-mandated education improved the quality of life for many people.

Nevertheless, there would be new challenges as the 20th Century dawned. Culpeper residents would be plagued by war, segregation and economic recession. They would have to adapt to new technologies that radically altered the way they worked and lived. As society changed, the landscape of the country began to change as well. Roads, bridges, electric power lines, and telephone cables would connect people in ways that revolutionized social interaction and commercial expansion.



Figure II-2: Lt. General Ambrose Powell Hill, CSA.

RECONSTRUCTION AND VICTORIAN PERIOD

After the Civil War, the community began to rebuild and grow. The Presbyterian Church was rebuilt in 1868 with compensation funding provided by the U.S. Government for war damages. In 1870, the name of the Town was changed from Culpeper Courthouse to Culpeper. The second county courthouse, which had been heavily damaged during the Civil War, was replaced with the present Jeffersonian Revival Courthouse in 1870. The rail line was never destroyed, or “cut”, during the Civil War, and trading soon commenced after the war. However, much of the surrounding region was in a financial depression and growth was sluggish at first. The fact that Culpeper was a regional market town with an active rail line helped the local economy. The economy began to diversify from a purely agricultural base, to include commerce, services, manufactured goods, and trades. Several large hotels were established in Town.

The last quarter of the 19th Century saw significant residential growth to the north and south of the downtown area. The F.F. Henry Addition, which consisted of 14 lots at the south end of East Street, began to fill in. Victorian houses were constructed along East, Cameron, Fairfax, and Piedmont Streets. Blue Ridge Avenue, characterized by Victorian and Colonial Revival homes, began to develop slightly later. A third major expansion occurred in 1880 and was known as Jameson’s Addition. The name is derived from a lawsuit brought by the Town to gain needed area for expansion. The subject area included Jameson’s Orchard, which was shown on the 1835 Thompson Map as being on the outskirts of Town. With the Jameson Addition, sixty-nine and one-half additional acres were brought into the Town, for a total of ninety-four acres.

As the area began to emerge from the Reconstruction period, important institutions began to flourish. In 1871, the first public school building opened on Commerce Street with Anne Slaughter Wingfield as its principal. In 1892, the Culpeper Grade School opened at the intersection of East and Spencer Streets. In 1894, the first telephone was introduced in Culpeper. The Town’s public water system was brought into operation in 1895. A portrait of the Culpeper Town Council of 1895, is Figure II-3. Davis Street, as it appeared about 1890 is shown in Figure II-4.

AN HISTORICAL VIGNETTE – DAVIS STREET IN EARLIER TIMES –

Genevieve Keller

In 1870, the Town of Culpeper divided its public square on Davis Street into ten lots and sold them to private individuals. The sale of these lots marked a major departure from earlier town planning. Since its founding in 1759, the area north of Davis Street east of its intersection with Main had served as the “Public Square.” This block was the site of the first and second County courthouse, as well as numerous public activities and functions. However, with the coming of the Orange and Alexandria Railway, major commercial activity had begun to orient towards Davis Street. The erection of the third County Courthouse on the opposite side of Main Street established a new governmental and legal section in the Town of Culpeper. By 1915, the area formerly known as the “Public Square” had become a densely constructed commercial center.



Figure III-3: Culpeper Town Council in 1885.

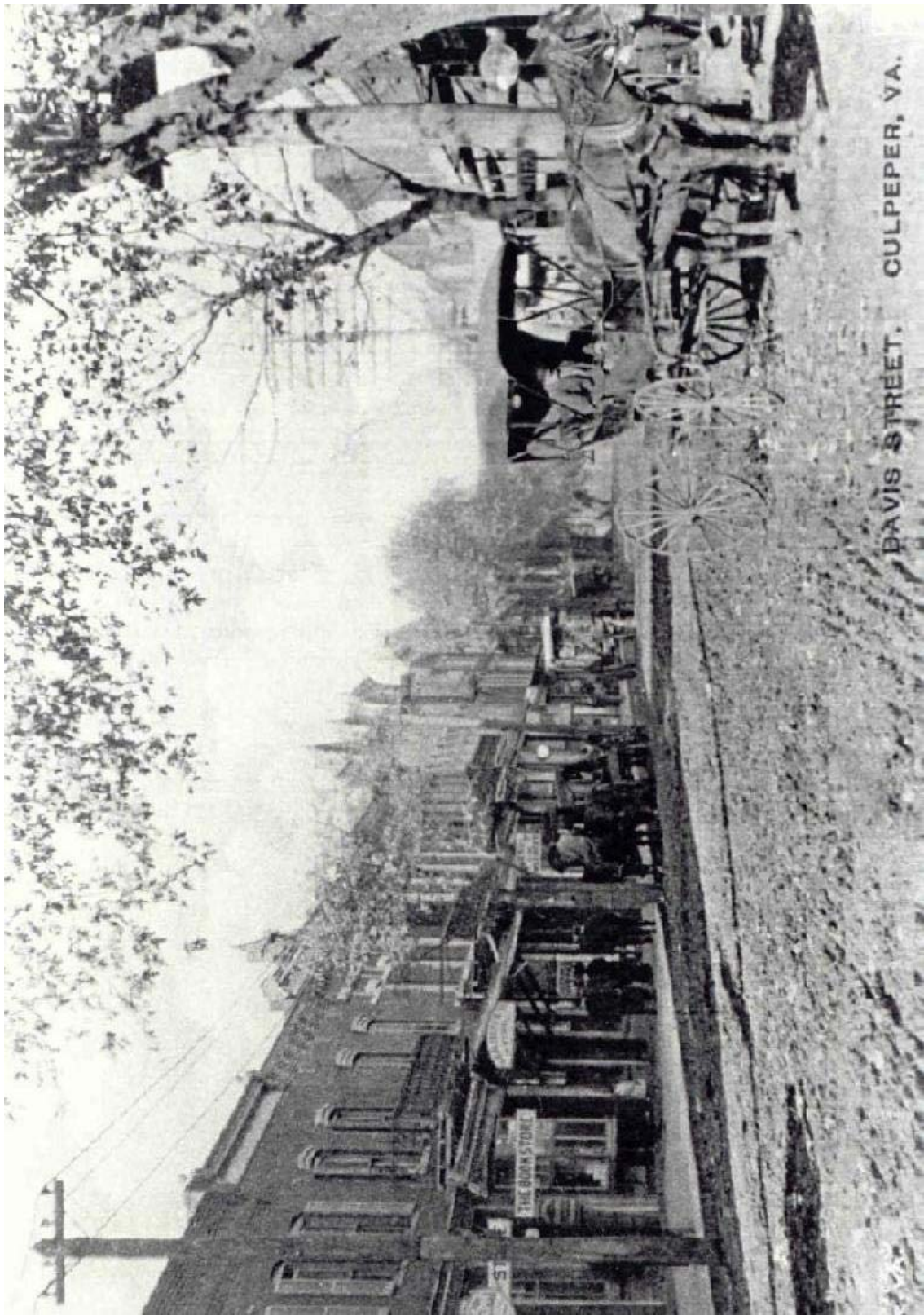


Figure III-4: East Davis Street circa 1890.

EARLY TWENTIETH CENTURY AND THE MODERN PERIOD

The coming of the twentieth century brought further changes in the Town's utility system. By 1901, the Culpeper Telephone Company was formed. In 1903, electric power was first introduced into the area. By 1933, the Town's municipal power plant was constructed and began service.

Major industrial facilities began to move into the area in the period following the Second World War. Seaboard Milling Company once operated the largest hard wheat milling company on the Eastern Seaboard. The Rochester Corporation is the largest independent manufacturer of wire rope in the country. Uniform Rental Service is the oldest and largest of the eight industrial laundries that comprise Omni Services. Keller Industries is a manufacturer of furniture. Merillat Industries manufactures cabinets.

The Town maintained a compact arrangement (0.7 square miles) in the downtown area until the 1950's and the 1960's. In 1959, when the Town celebrated its Bicentennial, the areas listed as suburbs were: West Culpeper, Sycamore Park, Grandview, Oaklawn, Country Club Hills, Madison Road, Orange Road, Old Rixeyville Road, and Brandy Road. All these areas are within the current corporate limits.

SOCIAL CONTEXT – PERIOD BETWEEN THE WORLD WARS – Museum of Culpeper History

The economy of Culpeper County adapted to keep pace with the sweeping changes of the 20th Century. The advent of electricity led to major innovations and the creation of new jobs. New machinery transformed the face of agriculture. As automobiles increased the mobility of the labor force, people began to seek jobs far from the family farm. County residents became increasingly attracted to goods and services offered in Town. Over the course of the century, the Town became the commercial center of the County as smaller village centers scattered throughout the County became less important to daily life.

Major changes began to occur in the 1950's and 1960's. A major transportation change was the re-routing of U.S. Route 29 from Warrenton to Brandy Road. The extension of Main Street over Mountain Run, some decades earlier, also had an affect. These improvements and the traffic that followed changed the character of Main Street from high-end residential to automobile-oriented businesses. With the coming of the U.S. Route 29 Bypass, the commercial areas of Town began to shift to the north and south of the old downtown core. This same period also saw a significant spurt in residential growth in the northern and southern parts of Town.

On January 1, 1968, the Town of Culpeper's only official annexation took place. Prior to that date, the Town was less than one square mile in size (0.7 square miles) and had maintained this compact arrangement since colonial days. Approximately, six square miles were added and 3,766 persons become new residents of the Town of Culpeper.

UNUSUAL TOWN PLACE NAMES – Genevieve Keller

Various parts of Town, particularly on the outskirts of old Culpeper, acquired picturesque place names over time. The area west of Town was known as **Chicken Hill** because farmers in that vicinity sold chickens. This area is also known as **Dog Hill**. In the northeast part of Town, there was an area adjacent to the lumberyard known as **Jeffries Town**. Across the railroad tracks, and east of the railroad tracks was the poorest section of Town, known as **Tin Cup Alley**. **The Wharf** area retained its name, however, an area just south of the Wharf area became known as **Fishtown**, because many agricultural commodities, including fish were weighed there. The area east of Fishtown, which surrounds the National Cemetery, became known as the **Thickets** because of its dense vegetation. This area was a notorious gambling spot as well as a popular sledding hill. The Civil War name of **Slabtown**, at the south end of East Street, persisted where Federal troops had constructed crude slab huts during the Occupation of 1863/64. The area south of Spring Street and west of Main Street was a vicious gambling den called **Razor Park** because knifings ended many a game of chance played there. A spring running on West Street between Davis and Chandler Streets gave this section the name **Sugar Bottom** because the water from the spring was “sweet as sugar.” West Cameron Street came to be known as **Gasoline Alley** because Culpeper’s first gasoline stations were located on this street. **Voodoo Hollow** is an area located near the intersection of Sperryville Pike and Main Street. The origin of the name is uncertain although it is located near the site of many public hangings on “Gallows Hill” (1835 Thompson map).

For many decades in the 20th Century, the Town’s central business district was in a deteriorating state. Beginning in the 1980’s, the Town sought to eradicate this urban decay and blight. The Town of Culpeper National Register District, composed of over 140 commercial and residential structures, was designated in 1987. The Town began to concentrate on improving the economic health and vitality of this area by taking advantage of a number of grants offered by the Federal government and the Commonwealth of Virginia. The formation of Culpeper Renaissance was instrumental in this effort. By the year 2000, over \$9 million had been spent public and private funds on the downtown. This has resulted in a downtown that is renowned throughout the Commonwealth of Virginia as a Main Street program success story.

Beginning in the early 1980’s, Culpeper County’s population started to mushroom as the area began to take part in the expansion of the Washington, D.C., metropolitan complex. New commuter subdivisions, such as South Wales, were initially located in the northern part of Culpeper County. It was not long before the Town of Culpeper also began to see the influence of Northern Virginia and metropolitan Washington, D.C. Residents enjoyed the more relaxed pace of living, lower taxes and housing costs, and improved quality of life. The Town and County became known as a better place to raise a family and educate their children, while still being within a comfortable commuting distance to more urbanized jurisdictions to the north. The Town of Culpeper also possessed a large number of soundly built historical homes that could be purchased for a relatively affordable price. The Town of Culpeper was also within easy driving distance of Richmond, Fredericksburg, and Charlottesville.

The Town of Culpeper's small town living environment gained national recognition as the Town was named "One of America's Top 10 Small Towns" in 1993.¹² The Town continues to make history, as it has for over 250 years.

PHOTO CREDITS

Figure II-1: St. Stephens Episcopal Church, the only church to survive the Civil War in the Town of Culpeper. Photo contributed by the Museum of Culpeper History.

Figure II-2: Lt. General Ambrose Powell Hill, CSA – Native Son of the Town of Culpeper. Photo contributed by the Museum of Culpeper History.

Figure II-3: Culpeper Town Council in 1885. Photo Contributed by the Museum of Culpeper History.

Figure II-4: Davis Street about 1890. Photo contributed by the Museum of Culpeper History.

**DO NOT INCLUDE THE FOLLOWING – SUMMARY OF ENDNOTES
SUPERCEDES**

ENDNOTES

¹ Slaughter, Phillip, A History of St. Marks Parish, Culpeper County, Virginia, with Notes of Old Churchs and Old Families, and Illustrations of the Manners and Customs of the Olden Time, Baltimore, Innes and Company, 1877, p. 23.

² Ibid, p. 28.

³ Act of the Colonial Assembly of Virginia, February 22, 1759.

⁴ County of Culpeper Deed Book B, p. 163.

⁵ County of Culpeper, Deed Book C, p. 211.

⁶ Culpeper Historical Society, Historic Culpeper, 1974, p. 4.

⁷ Culpeper Star Exponent, 200th Anniversary Edition, 1959, Section A, p. 2.

⁸ Ibid, Section E, p. 3.

⁹ Slaughter, p. 196.

¹⁰ Howe, Henry, Historical Collections of Virginia, Containing a Collection of the Most Interesting Facts, Traditions, Biographical Sketches, Anecdotes, etc. Relating to its History and Antiquities, Together with Geographical and Statistical Descriptions, Charleston, Babcock and Company, 1845, p. 237.

¹¹ Calfee, Norman, Confederate History of Culpeper County, 1940, p.40.

¹² Crampton, Norman, The 100 Best Small Towns in America, New York, Prentice Hall, p. 16.