

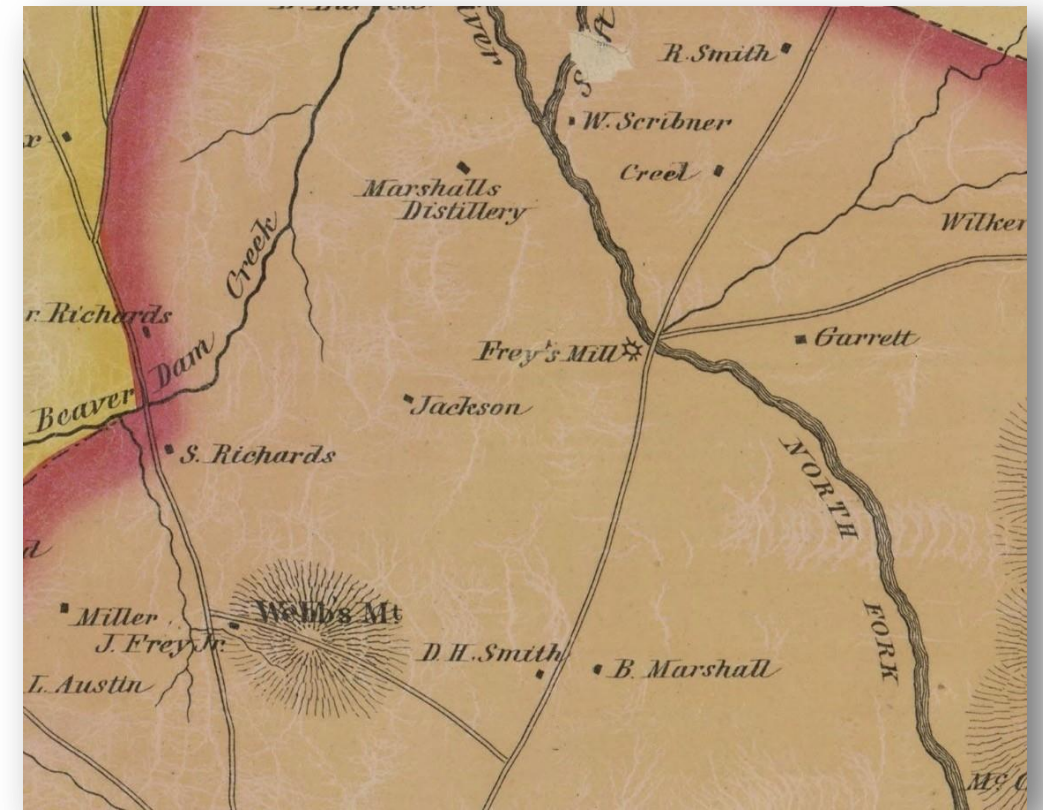
*Historical Villages of  
Albemarle County*

## *Advance Mills*

As the cultivation of grain replaced tobacco in the early 1800s, a number of grist or flour mills were privately opened and operated throughout the region to serve area farmers. One of the earliest was John Fray's mill (sometimes spelled as "Frey"), which dates to 1833 on a site in northern Albemarle, just below a turn in the North Fork of the Rivanna River. The Fray family is believed to have descended from German immigrants who had first settled in the Shenandoah Valley in the 18th century and later moved east across the Blue Ridge. The Frays operated a number of mills here (flour, sumac, wool and lumber) and a popular general store, around which a thriving village community took shape— known for many years as Fray's Mill Village.

A post office was established here in 1888 and the name officially changed to Advance Mills, purportedly in recognition of all the "advances" or progress of the age. The Fray family continued to operate the mills, the store, and a successful farming operation for generations. Their country store, which had been one of the largest community-based businesses of its kind in Albemarle County in the first half of the 20<sup>th</sup> century, was unfortunately destroyed by fire in 1946. The mill complex met a similar fate two years later. Frances Fray Ballard and her husband Ray operated the Advance Mills Supply country store on the site of the original one from 1948 to 1995. An iconic, one-lane steel truss bridge had spanned the river here beginning in 1943. The bridge had first been erected in the late 1800s in Alleghany County but relocated to Advance Mills when a wooden bridge there was washed away. The familiar steel truss bridge was closed due to structural concerns in 2007 and replaced with a new bridge in April 2010. A number of the 19<sup>th</sup> century Fray family home sites in the community are occupied to this day.

*Photo at left: The J.M.Fray Co.store c. 1900.*



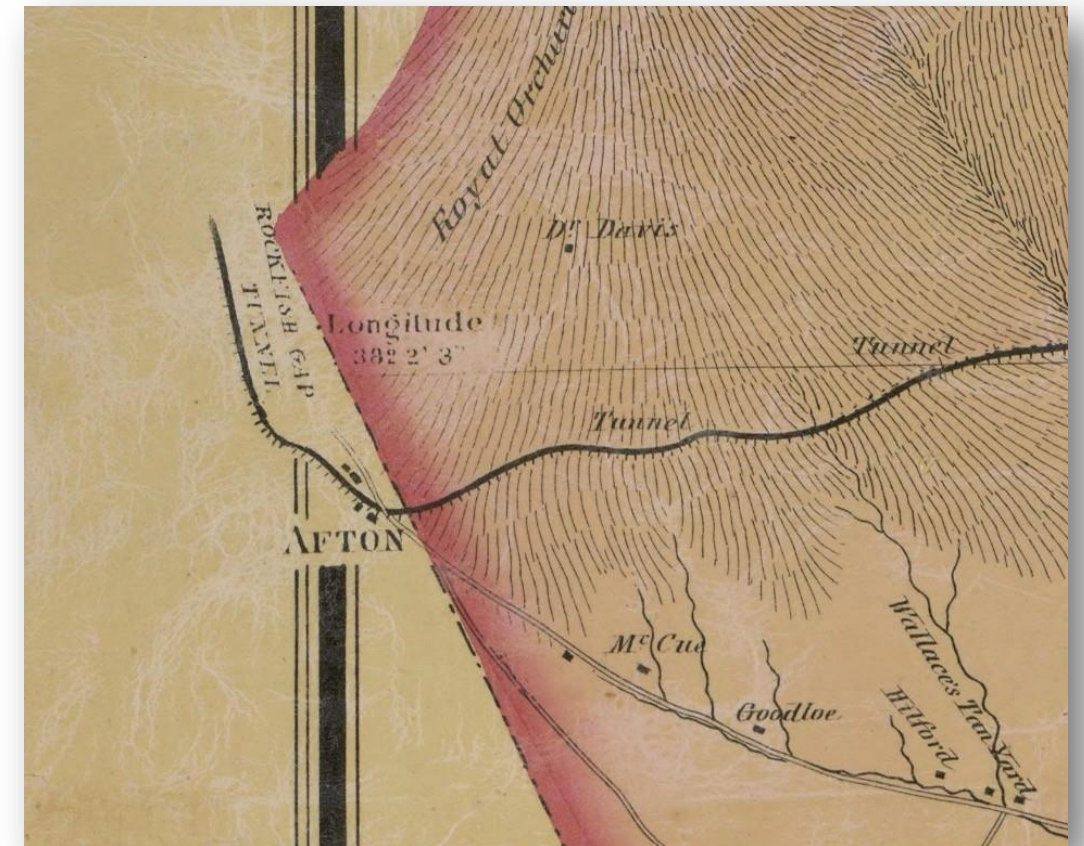
*"Frey's Mill" from the Green Peyton Map of Albemarle County, 1875*

## *Afton*

Located in the Blue Ridge Mountains of far western Albemarle, straddling the Nelson County line, the historic village of Afton was founded in 1859. With a new railroad depot and post office, the small community was sited a few hundred feet below the Rockfish Gap along a turnpike roadway which had been cleared decades before to connect Staunton to Scottsville. The village is believed to have been named for the River Afton in Ayrshire, Scotland. A nearby mountain later took the same name as well.

The area had been an important staging ground during the 1850s construction of Claudius Crozet's renowned Blue Ridge Tunnel, which finally opened to mail and passenger service in April 1858. Afton was originally something of a "shanty town" for the hundreds of mostly Irish immigrants and their families, as well as some enslaved African Americans, who risked their lives to build the Blue Ridge Railroad and the four tunnels through which it passed in the mountains.

In the years following the Civil War, "Afton Depot," as it was more commonly known, welcomed more villagers. A country store opened in 1867, followed by James Goodloe's popular summer resort, "Afton House." For many decades, an increasing volume of cars, trucks and trains all passed through this busy, picturesque mountain village. But following construction of Route 250 in the 1930s and then Interstate 64 in the early 1970s, Afton was bypassed by all the traffic. Today the quiet, historic village is more likely to be visited by hikers or cyclists.

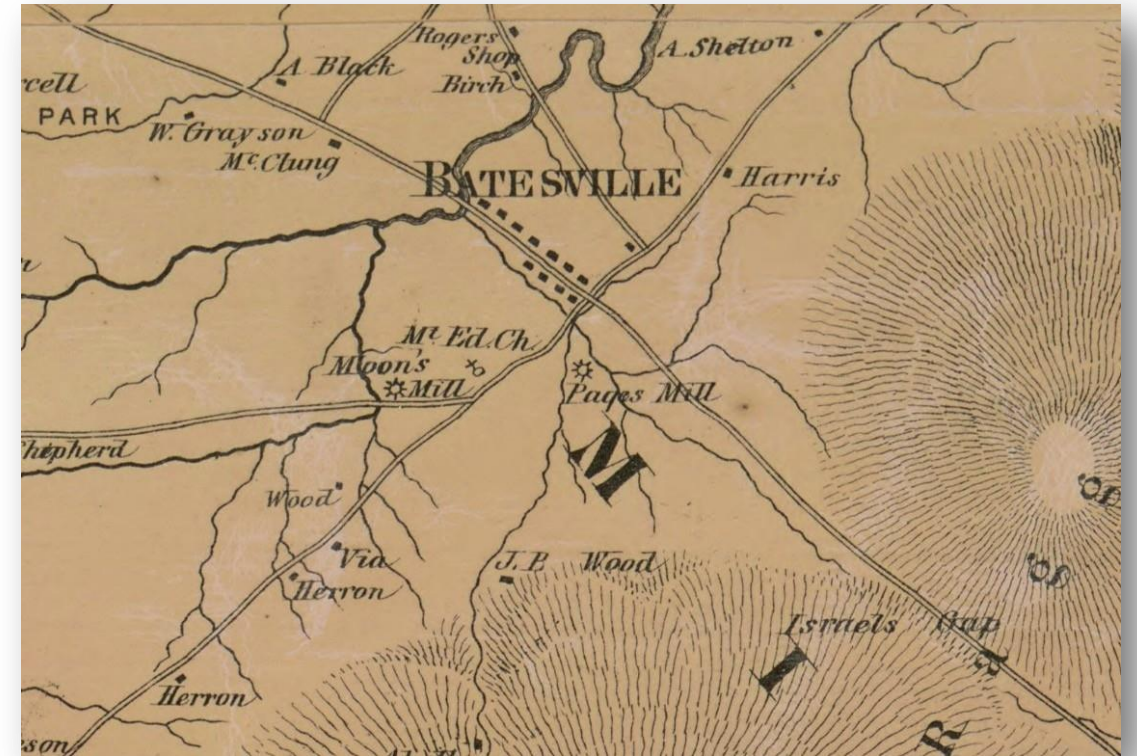


*Afton, Virginia from the Green Peyton Map of Albemarle County, 1875*

*Photo at left: The Afton House was a popular summer resort from the late 1860s until it burned down in 1963. (courtesy of Phil James).*

## ***Batesville***

Located near the headwaters of the Mechum's River at a rural crossroads between the Ragged Mountains to the east and the Blue Ridge to the west, this part of Albemarle was first inhabited by Europeans beginning in the 1740s. Early settlers included the Stockton family, which operated a nearby grist mill, and the Israel family, who were among the first Jews to settle in this part of Virginia, and from whom the nearby Israel's Gap takes its name. The Whitesides Creek Church, a small Baptist meeting house, was said to have formed here in 1788, one of the first Baptist faith communities in Albemarle County— today known as Mount Ed Baptist Church, the sanctuary of which dates to 1857. The nearby Batesville Methodist Church was dedicated shortly thereafter, in 1861.



*Batesville, Virginia from the Green Peyton Map of Albemarle County, 1875*

The village of Batesville was originally known as “Oliver’s Store,” after William and Elizabeth Oliver’s mercantile business which operated in the area beginning in 1796. In 1829 teacher Roland Bates opened a new school here, which took in a handful of boarders each year. The crossroads village thereafter took his family’s name and became better known as “Batesville.” For many years the village was a busy and popular traveler’s rest on the turnpike road between Staunton in the Valley and Scottsville on the James River. In 1835 Batesville was described as having “twelve scattered dwelling houses, three general stores, one tanyard and one blacksmith shop, one Baptist and one Methodist house of worship. The population is about seventy, of whom one is a physician.”

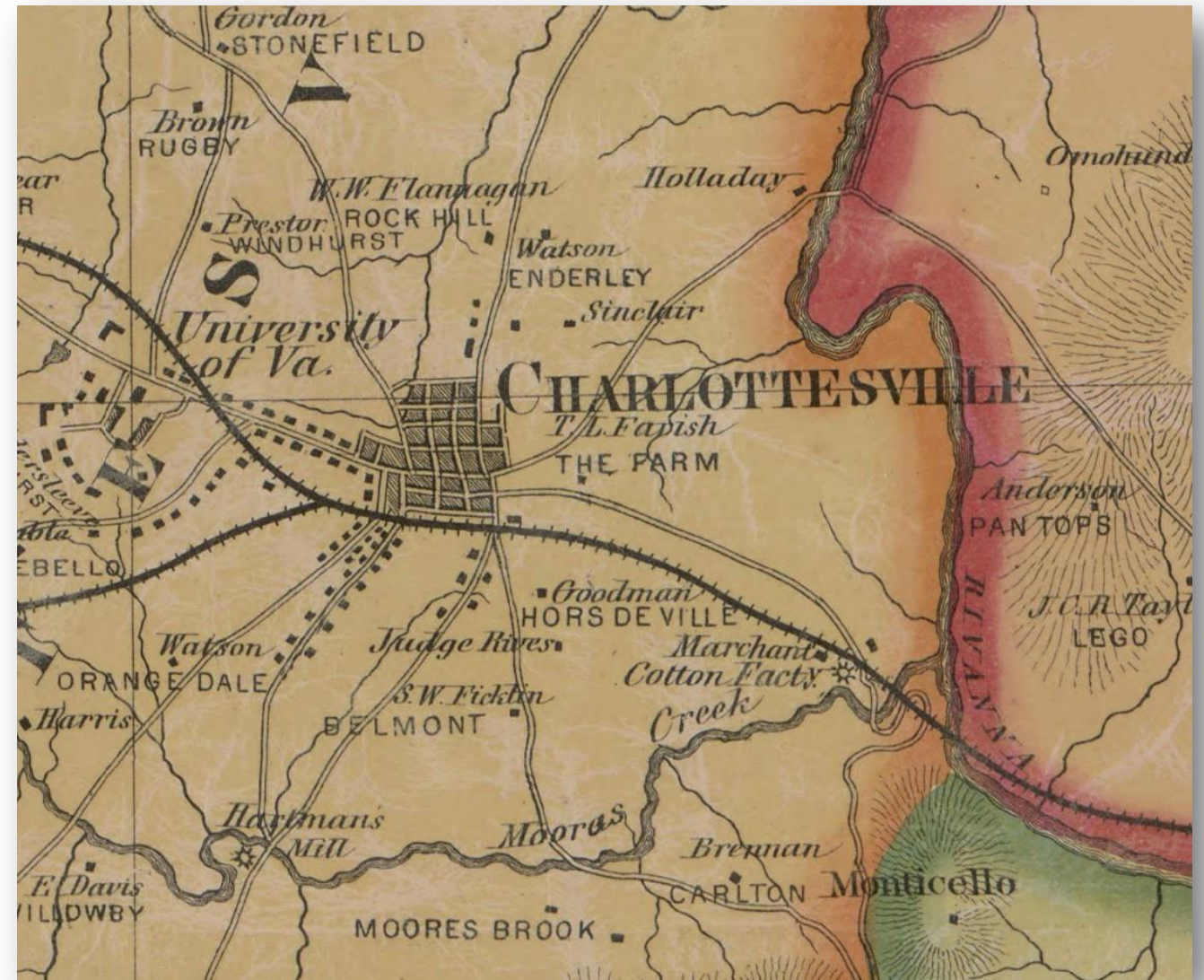
Samuel Miller was born near the village in a cabin in the mountains in 1792. After a lifetime of prosperous business investments, he left a small fortune to create a vocational training school for poor children, which opened not far from Batesville in 1878. The Samuel Miller School of Albemarle has become one of Virginia’s preeminent private secondary schools.

*Photo at left: Miller School baseball team, as photographed by Rufus Holsinger, May 1915 (courtesy of the Albert and Shirley Small Special Collections Library at the University of Virginia).*

## Charlottesville

Since its founding in 1744, Albemarle County had covered most of central Virginia, north and south, including the Blue Ridge Mountains— what are today numerous individual counties. That changed in 1761 when Albemarle was downsized to its current boundaries. The new map put the original county seat, Scottsville on the James River, which had previously been at the center of “Old Albemarle,” now at the far southern tip of the County. So on December 23, 1762 a more convenient location was chartered as the site for a new county courthouse. Laid out on either side of the Three Notch’d Road (today’s Downtown Mall and West Main Street) in 50 half-acre lots, the new county seat of Albemarle was named for King George III’s new bride, Sophia Charlotte of Mecklenburg-Strelitz, henceforth known as “Charlotte’s Town” or Charlottesville.

Just like Crozet or Scottsville today, Charlottesville was a town in Albemarle County for well over a century. With a busy county courthouse in the “Public Square,” open-air markets along Market Street, and a steady pace of residential and commercial development, this growing village was the epicenter of activity in the region. By the late 1870s, more than 30,000 people lived in Albemarle County, which included roughly 2,800 people on 170 acres in the town of Charlottesville— the majority of whom were African American. It was not until an act of the Virginia General Assembly on March 2, 1888 that Charlottesville incorporated as a city, legally separating itself from Albemarle County, adopting its own municipal government, taxing authority and courts system.

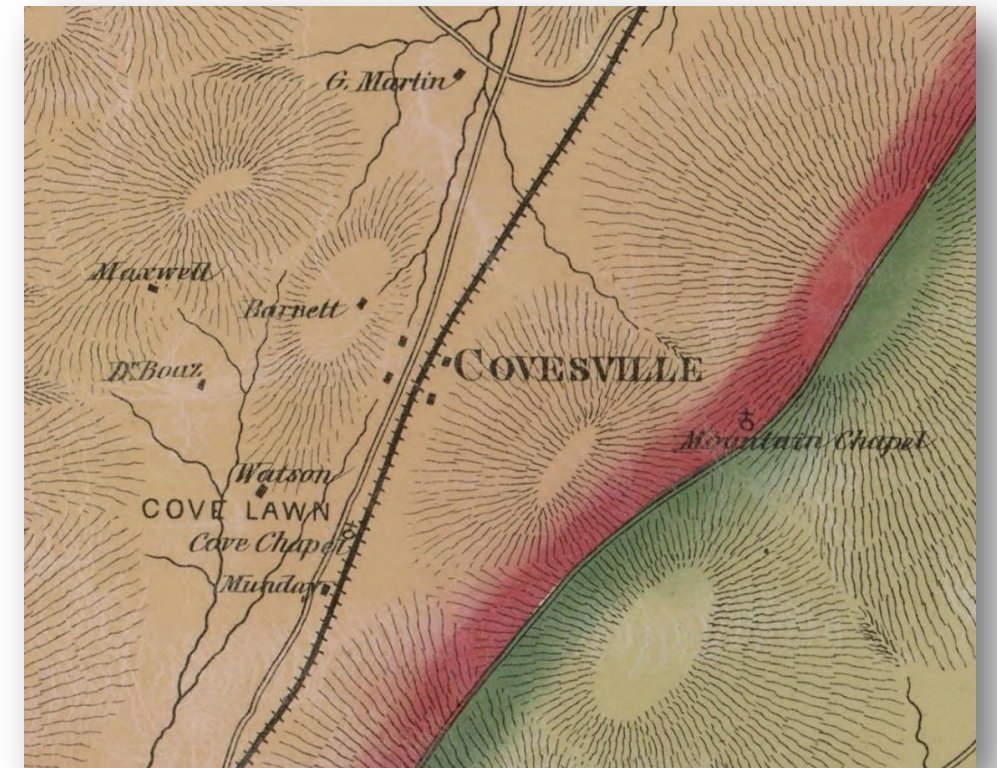


*Charlottesville, Virginia from the Green Peyton Map of Albemarle County, 1875*

*Photo at left: A rare c.1900 photo of the Albemarle County Courthouse in downtown Charlottesville on a busy “court day.”*

## Covesville

In the decades before the Revolution, a wave of Ulster Scots from Ireland immigrated to America, most of them settling on the rural frontier, places like Virginia's Shenandoah Valley. Life in the backcountry was difficult and dangerous. But they embraced the challenges and celebrated the freedoms it offered — including a great measure of religious liberty. Though they were considered “dissenters” by the Anglican colonial government in Williamsburg— and therefore in violation of laws that prohibited the practice of “unapproved” faiths— these Presbyterian Scotch Irish and their descendants built strong faith-based communities up and down the Valley, throughout the Blue Ridge Mountains, and in what is now western Albemarle County. The Covesville Village, in the southwest part of the County along today's Route 29, is an excellent example of just such a community, one made possible by courageous Scots-Irish immigrants seeking religious freedom and independence.



Covesville, Virginia from the Green Peyton Map of Albemarle County, 1875

Covesville takes its name from the Cove Presbyterian Meeting, founded along Cove Creek in “Rich Cove” by the Scotch-Irish settlers in 1756. The small crossroads village took shape around their first church, a modest log building which was dedicated in 1769. The Cove Church minister, Reverend James Robinson, created one of the County's first libraries here in 1801. A few years later, he was brought before a local Grand Jury and admonished for educating enslaved African Americans. Despite that, the church continued to welcome both free and enslaved people of color.

A post office was established in the village in 1828, and the name “Covesville” was officially adopted. About that same time, an improved stagecoach road was cleared between Charlottesville and Lynchburg, the forerunner to what we now call Route 29. Covesville was a regular stop for travelers on that route. By the time of the U.S. Civil War a new depot was open for business in Covesville along the extended southern line of the Orange & Alexandria Railroad. In the 19<sup>th</sup> and 20<sup>th</sup> centuries, most residents of the area participated in the fruit-growing industry of the region, as western Albemarle became one of the nation's most successful “fruit baskets,” producing wildly popular varieties of apples and peaches.

*Photo at left: A September 1913 photograph of the Covesville Orchard “Apple Factory,” by Rufus Holsinger (courtesy of the Albert and Shirley Small Special Collections Library at the University of Virginia).*

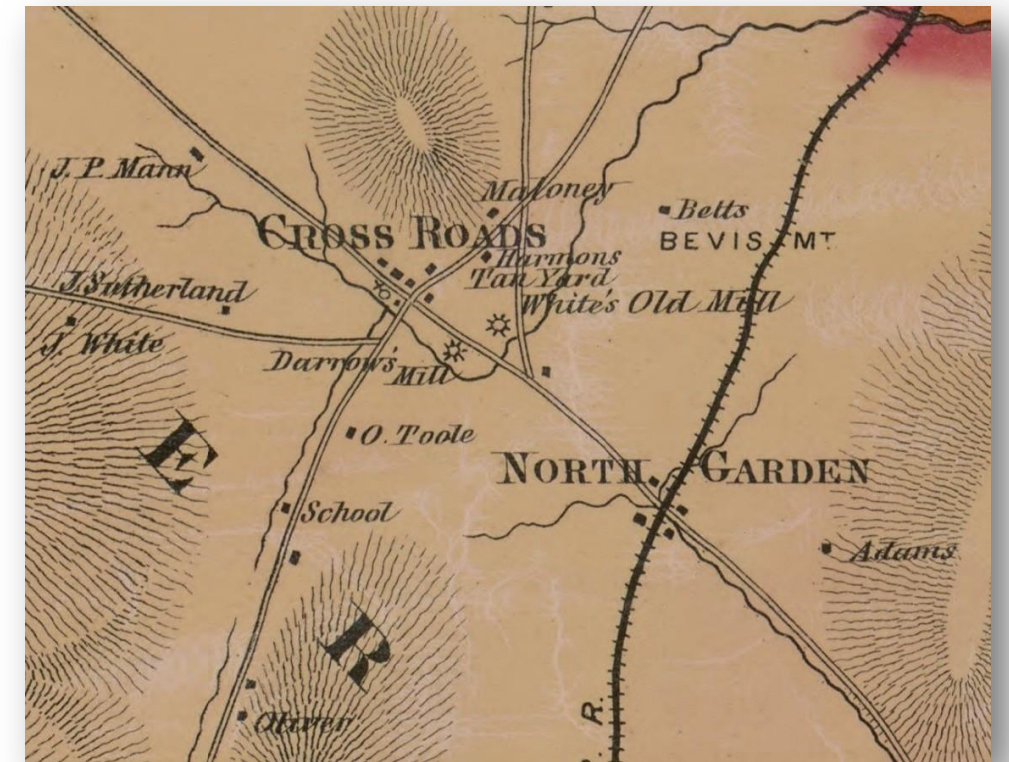
## *Cross Roads/North Garden*

The once thriving village of North Garden got its name from European settlers who had moved into the colonial Virginia frontier in the early 1700s by following the north fork of the Hardware River, up from the James River into the interior towards the Ragged Mountains. This picturesque valley between the mountains along the north fork was quite early on referred to as “the north garden,” and is located about ten miles southwest of present-day Charlottesville.

Like many rural farming communities in Albemarle, North Garden enjoyed its most prosperous times after the coming of the railroad in the early 1850s. The “boom town” village that grew up there had a busy depot, post office, a grist and saw mill, a hotel for travelers, a livery stable that would rent horses and wagons, country stores and at least two bars. The village became something of a peaceful ghost of its former self over the course of the 20<sup>th</sup> century however, as passenger rail service declined and highway traffic increased. Despite that transition, it continues to be one of Albemarle’s most sought-after destinations for “country living.” North Garden is also proudly the home of Laird & Company’s successful apply brandy manufacturing facility, which was established here in 1936.

The nearby Cross Roads community is at the intersection of the historic Charlottesville—Lynchburg stagecoach road (today’s Route 29) and the Rockfish Gap Turnpike, which linked Staunton in the Valley to Scottsville on the James River (today’s Plank Road). As early as 1820 there was a country store and tavern here serving stagecoach travelers and farmers moving crops to market. The “Crossroads Store” there continues to be a thriving commercial site to this day that has successfully managed to hold onto its rural charm.

*Photo at left: North Garden, early 20<sup>th</sup> century. Galley “Wash” and Willie Smith lived and operated a country store here in the heart of the North Garden village, just north of the present-day railroad overpass. (courtesy William Marley).*



*Cross Roads and North Garden from the Green Peyton Map of Albemarle County, 1875*

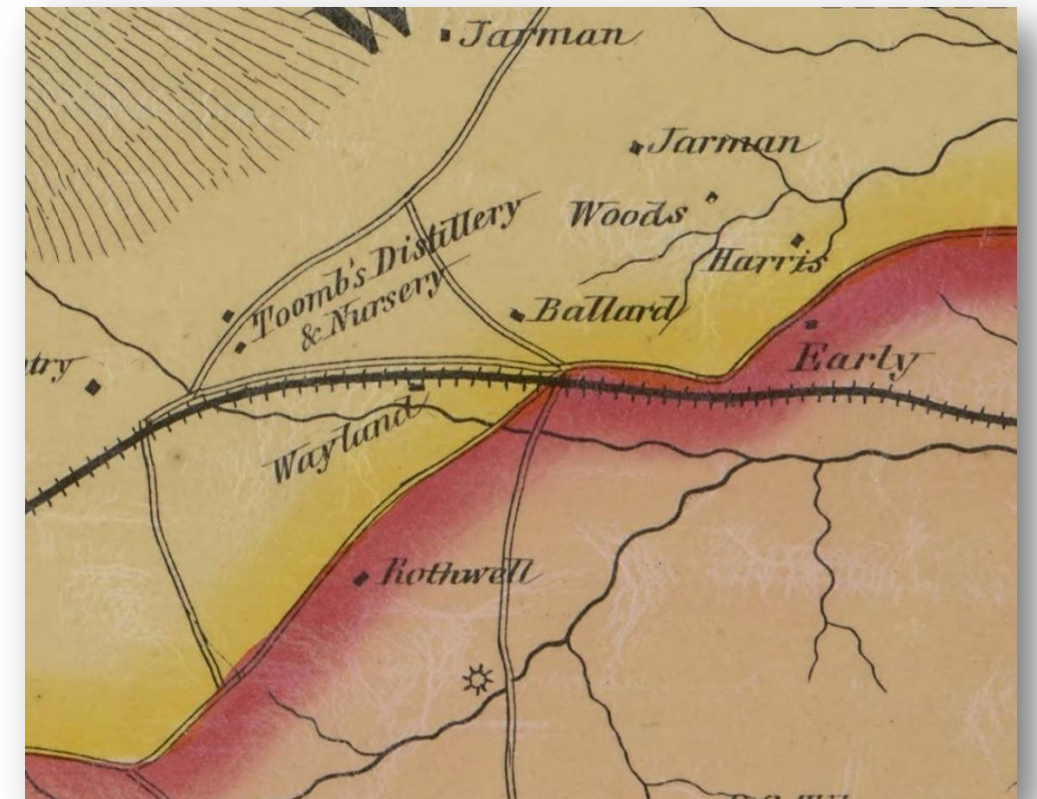
## Crozet

In 1814 Rev. Benjamin Ficklin patented approximately 1,300 acres in what is now western Albemarle County. He built a modest wood-framed house overlooking a creek with expansive views of the Blue Ridge Mountains. Ficklin named the estate Pleasant Green, and lived here with his growing family for about two decades. One of his sons was Benjamin Franklin Ficklin, who later helped to create the Pony Express.

Jeremiah Wayland purchased Pleasant Green from Ficklin in 1832. Wayland expanded the farming operation and added onto the home, refashioning it as a popular site for summer tourists. French civil engineer Claudius Crozet boarded here at Pleasant Green while surveying the region for a future railroad line. The oldest surviving structure in the area, historic Pleasant Green still stands today— though it is unoccupied and threatened with demolition to make way for new construction.

Crozet's Blue Ridge Railroad (later the Chesapeake & Ohio) opened to the public in April 1858, connecting Charlottesville to Staunton and points west. The new rail line included a depot at Mechum's River before it climbed the mountains and passed through four separate tunnels into the Valley. Located a stone's throw from the tracks, the Wayland home lent its name to the area, which was known throughout much of the 1800s as "Wayland's Crossing." After successfully appealing for construction of a depot in the years after the Civil War, especially to serve the new nearby Miller School, Wayland's Crossing was renamed Crozet in 1877. The name would forever honor the man who'd so ingeniously figured out how to finally bring rail traffic to the mountains of Virginia. The road between the new depot and the Miller School was paved with crushed stone, one of the first hard-surfaced roads in this part of the state.

By planting hundreds of acres of fruit trees in the late 1800s, Jeremiah Wayland's son Abraham helped to make the village of Crozet the epicenter of a prosperous fruit-growing region. With popular varieties of peaches and apples, Western Albemarle enjoyed a far-reaching reputation throughout the first half of the 20<sup>th</sup> century as one of the nation's most successful fruit baskets. In recent years Crozet has become one of the fastest growing parts of Albemarle County, with many new neighborhoods and businesses.



*The home of the Wayland family along the new Blue Ridge Railroad line was identified in Green Peyton's Map of Albemarle County, 1875. Wayland's Crossing was later renamed Crozet.*

*Photo at left: Crozet Train Depot, December 1913, photographed by Rufus Holsinger (courtesy of the Albert and Shirley Small Special Collections Library at the University of Virginia).*



## *Earlysville*

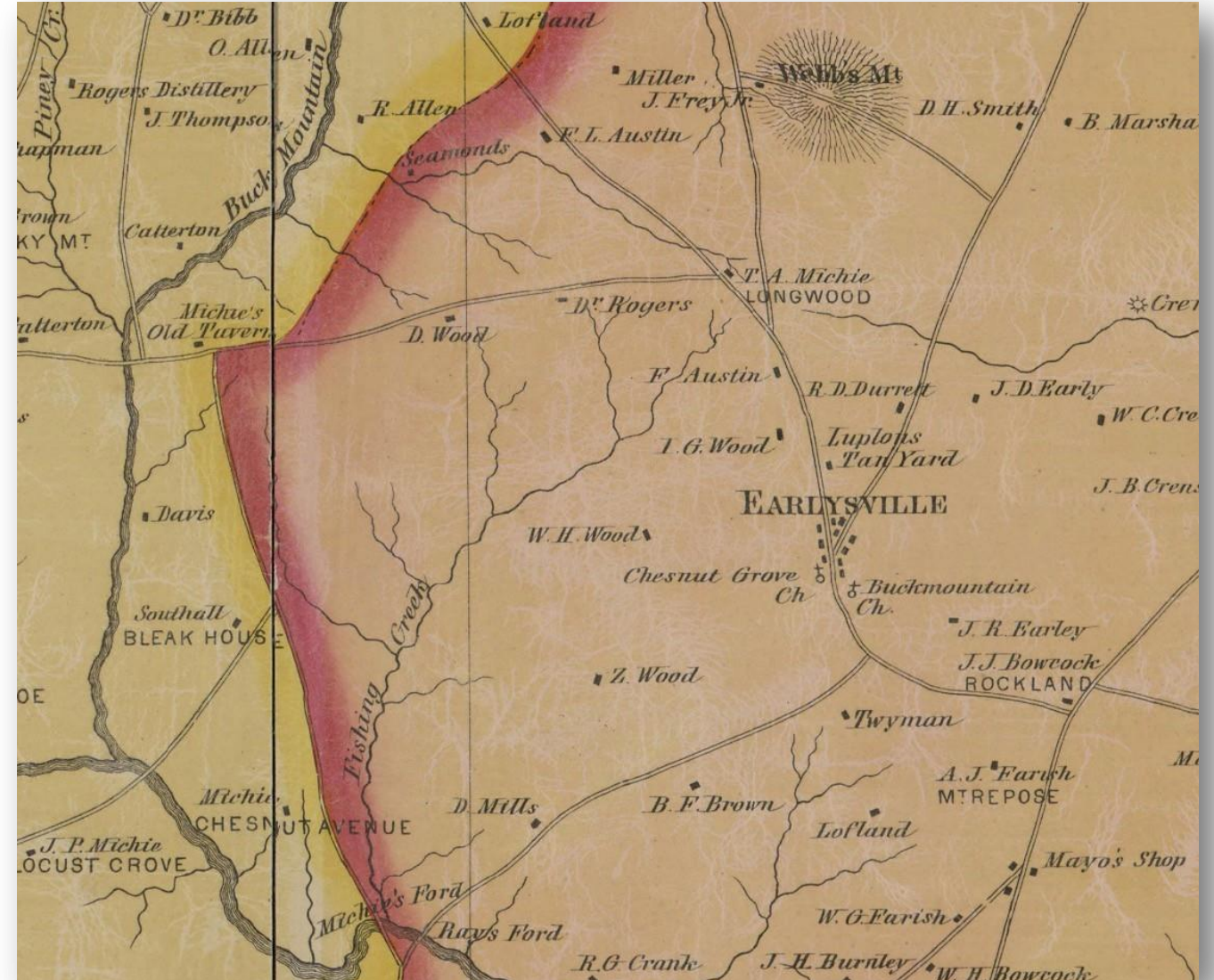
John Early patented about 1,000 acres in the northern part of Albemarle County in 1822. Located about ten miles north of Charlottesville, the heart of this rural, agricultural community was named for Early. Unlike some other villages in Albemarle County, Earlysville never had the benefit of a busy railroad depot or a major highway nearby. But that did not prevent it from becoming a hub of activity in the region. With a post office and thriving community stores, at a critical fork in the rural road network, Earlysville was a regular stop for travelers on the country roads that linked the James River north into the heart of the Blue Ridge Mountains.

Perhaps Albemarle County's most well-known tavern was established near here in 1784, in a home built 12 years before. A celebrated veteran of the Revolutionary War, Corporal William Michie operated his popular "ordinary" on the Buck Mountain Road for many years. It is identified on the 1875 map to the right as "Michie's Old Tavern." The building was later sold and relocated piece by piece to the foot of Carter's Mountain in 1927. Michie's Tavern was reopened there as an attraction for tourists on January 18, 1928.

It became an instant hit with the droves of people who were just then beginning to come to Albemarle to visit Thomas Jefferson's Monticello, which had opened as a museum to the public three years before.

Two historic churches have served the Earlysville community. The Buck Mountain Episcopal (Anglican) Church dates to the late 1740s, and still stands near its original location. The 1833 Earlysville Union Church (now on the National Register) is an important interdenominational house of worship that historically served Baptist, Methodist, and Presbyterian congregations.

*Photo at left: The Michie Tavern, originally located nearly Earlysville, as photographed in its new location near Monticello in 1933.*



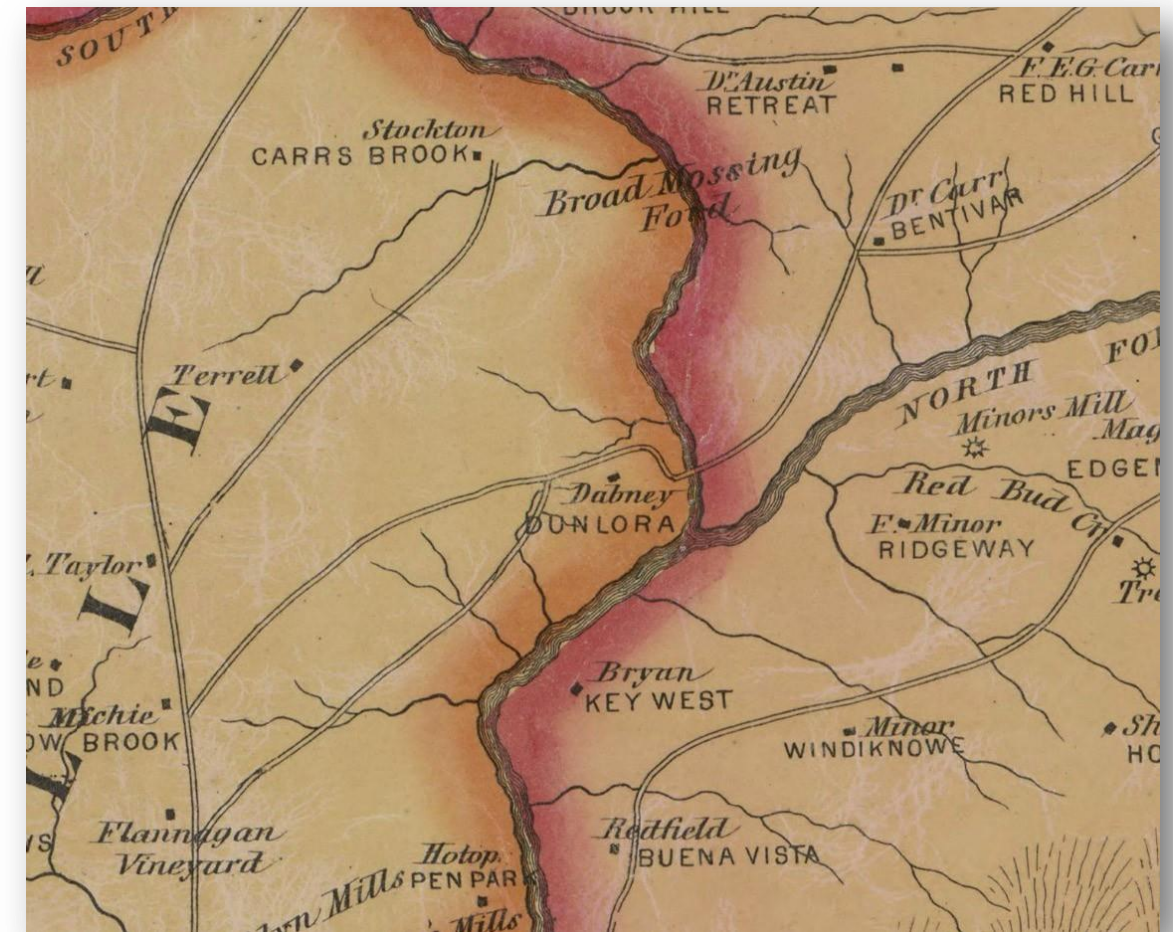
*Earlysville, Virginia from the Green Peyton Map of Albemarle County, 1875*

## *Free State*

In 1788 Amy Bowles Farrow, an interracial free woman of color who had worked for more than thirty years as an indentured servant, purchased 224 acres in Albemarle County, a few miles northeast of the town of Charlottesville. Even beginning in the years before the Revolution, this part of Albemarle County is noted as long having been a community of free people of color, one of the oldest and best documented communities of its kind in Virginia. A successful farmer and land-owner, Zachariah Bowles lived here as well with his wife Critta (sometimes spelled Critty), who is believed to have been the sister of Sally Hemings.

The Carr family owned the nearby Dunlora plantation, which at one time included more than 10,000 acres of land along the forks of the Rivanna River and western slopes of the Southwest Mountains. Colonel Samuel Carr, the youngest son of Dabney Carr and Thomas Jefferson's sister Martha, inherited Dunlora and in 1828 built a mansion of the same name (which some believe may have been designed by Jefferson). Though it was gutted by arson in 1916, noted architect Eugene Bradbury redesigned Dunlora and it stands today. A relative of the Carr family, Major William S Dabney, had purchased Dunlora in 1846. On his death in 1865, he freed the African Americans who were enslaved at Dunlora, and willed to them all the land in the western half of his estate, joining the Bowles' property — all of which thereafter took the name "Free State." Throughout the 19<sup>th</sup> and well into the 20<sup>th</sup> century, the Free State community included a number of homes, estates, farms and businesses of people of color. Unfortunately, none of those homes have survived. There were fairly recent reports of some architectural remains in the area (stone cellars for example), but those are gone. A Free State community cemetery has been preserved, which includes at least 53 burials. The area has since been fully developed as the Belvedere and Dunlora neighborhoods.

*Photo at left: A burial marker for Mary Bowles in the family's cemetery in the Free State Community. Though this cemetery has been preserved, the rest of the land has been developed as the Belvedere and Dunlora neighborhoods. (courtesy C-Ville Weekly).*



*The 1828 Dunlora home is shown on this 1875 Green Peyton map of Albemarle County, part of which later became the location of the Free State community (now the site of the Belvedere neighborhood).*

## *Free Union*

This picturesque village about ten miles northwest of Charlottesville was originally known by locals as Nicksville, named for a free African-American man, Mr. Nicks, who owned and operated a blacksmith shop at this rural crossroads in the early 1800s. Within a few decades, other shops and stores had opened at the crossroads, and it was reported that 31 families called Nicksville home by the late 1840s.

A post office was established here in 1847, a sign of progress and convenience for that era. Nicksville residents no longer had to travel to the Ivy Depot to send and receive mail. Because there already was a Nixville post office in the County at that time, residents were asked to choose a different name for their little hamlet. Local school teacher Patty Crosby suggested “Free Union,” borrowing the name of the nearby “Free Union Church,” which had been dedicated about a decade before, in 1837. The church was “free” in that it was open to both whites and African Americans; and it was a “union” church — like the 1833 Earlysville Union Church a few miles to the east— in that it was interdenominational, a space shared by Baptists, Methodists, Episcopalians and Presbyterians. It has since become the Free Union Baptist Church. Though Nicksville became Free Union, that did not prevent the original name from continuing to be used by locals well into the first part of the 20<sup>th</sup> century.

In 1885, Free Union was described as having “two coach and wagon builders, two distillers, three general merchants, two liquor dealers, one corn and flour mill, two physicians, one undertaker, and twenty-one principal farmers.” For nearly 100 years the center of community life in Free Union has been Cecil Maupin’s Market, later the Maupin Brothers Store, the original location of which is now a residence. Their current shop in the brick building across the street has been in use since 1961. In recent decades, many once rural villages in Albemarle County have experienced tremendous growth— but not Free Union. With a post office, a country store, a school and some historic churches, Free Union has managed to hold fast to its appealing rural charm.

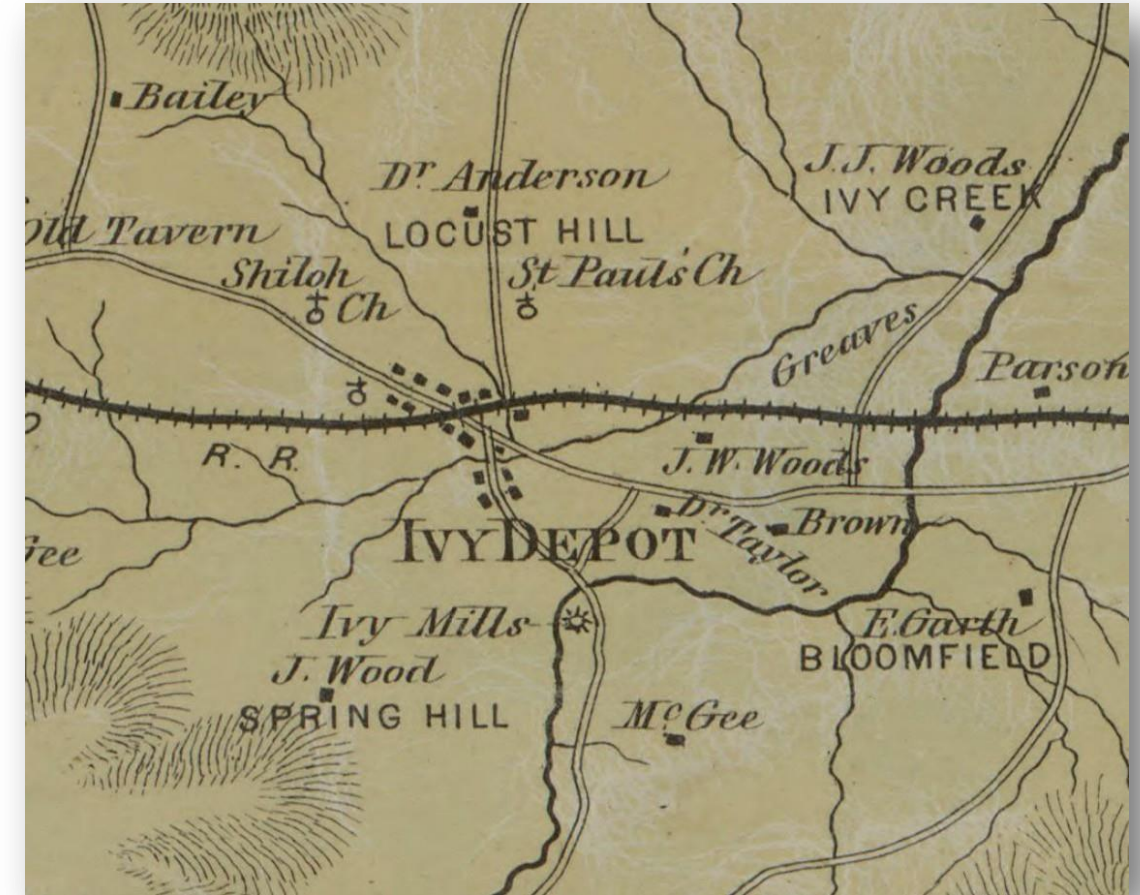


*Free Union, Virginia from the Green Peyton Map of Albemarle County, 1875*

*Photo at left: The original Maupin Market in Free Union, as photographed for the Charlottesville Daily Progress, June 23, 1955.*

## Ivy

The first land patents for this part of Albemarle County, which date to the early 1750s, describe an “Ivy Creek” which meanders northeast, eventually running into the South Fork of the Rivanna River. A village is mentioned in this location as early as 1826 (the same year Thomas Jefferson passed away and just one year after the University of Virginia opened to students). This village was originally referred to as “Woodville,” after the nearby estate of the Wood family. The train depot which opened here in 1851 was then known as the Woodville Depot. By 1859 that name had been changed to the Ivy Depot, after the local waterway (as shown in the 1875 Peyton map to the right). In the early 1950s, after passenger rail service no longer served the village, the U.S. Post Office shortened the official name from Ivy Depot to Ivy. Located a few miles due west of Charlottesville, the village first formed on the Three Notch’d Road, an early colonial roadway which linked Richmond through three distinct passes (hence the name) through the Blue Ridge, and across the Valley to Staunton on the Great Wagon Road (today’s Route 11).



*Ivy Depot, Virginia from the Green Peyton Map of Albemarle County, 1875*

In the 1730s Scotch-Irishman Michael Woods moved east from the Valley and through the Blue Ridge at Wood’s Gap (now Jarman’s Gap). Woods and his two sons-in-law, brothers Andrew and William Wallace, are recognized as the first Europeans to settle in Albemarle County. They patented land and built homes for their families throughout this area. The Lewis family followed, settling nearby in 1740. Their home at Locust Hill (near present-day Ivy) was the birthplace of Meriwether Lewis in 1774.

The current route of Route 250 was engineered and paved through the area in the early 1930s, dramatically changing the landscape. A few years later, the Ivy post office was moved to its present location. Passenger rail service ceased in the 1940s prompting the Post Office to officially change the name of the village to the simpler “Ivy.” Albemarle County’s first motel, the Sunset Lodge, opened about a mile west of Ivy in 1938. The Siesta Motor Lodge, which opened in the early 1950s, was also quite popular with travelers (now the home of Ivy Commons and Duners Restaurant). Unfortunately, many of the historic commercial buildings in Ivy that once comprised the heart of the little village have been lost to either fire or demolition.

*Photo at left: A 1975 photo of the historic yet long abandoned Ivy Depot, taken shortly before the building was torn down.*

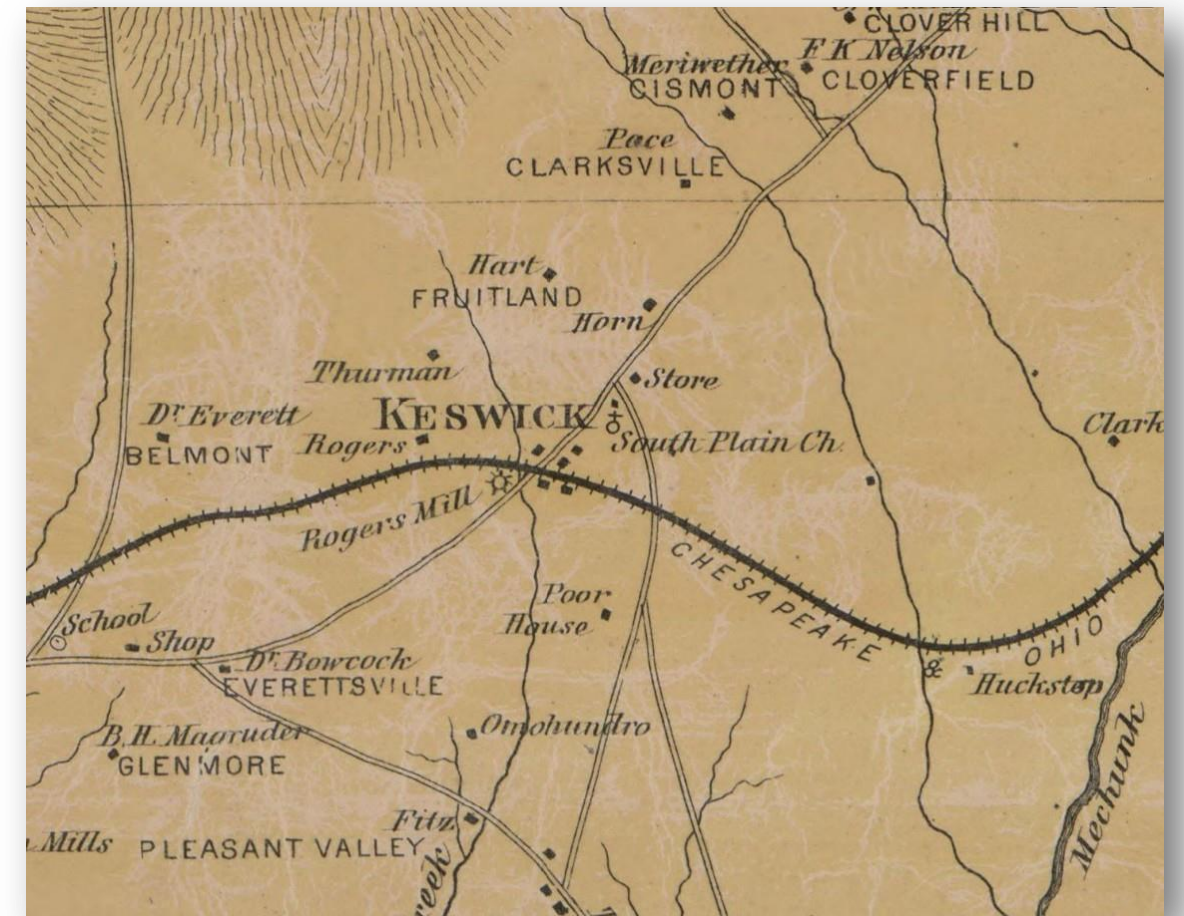
## *Keswick*

Dr. Thomas Walker built his home, Castle Hill, at the foot of the Southwest Mountains, in 1764 — about 15 miles northeast of the town of Charlottesville, which had only been founded two years before. Walker was an accomplished explorer, surveyor, physician, and the guardian of Thomas Jefferson after his father, Peter Jefferson, had passed away in 1757. The center of an approximately 15,000-acre plantation — that included hundreds of enslaved African-Americans — Castle Hill was among the principal estates of its kind in Virginia. It continues today as one of the oldest and most historic estates in Albemarle County.

The same year he built Castle Hill, Walker erected a rather modest hunting lodge on his estate that he named Keswick — a place-name made popular by English poets praising the natural beauty of the market town Keswick in the Lake Country of northwest England. The lodge was later developed into a private residence for members of the family. In 1850, when the first rail line was laid through the region, a train depot was opened at a nearby road crossing, and named the Keswick Depot. The small village that grew up around the depot, with a post office, a scattering of homes and commercial buildings, was never really more than a rural crossroads. The name Keswick now describes this general region of the County, which still includes an impressive collection of historic and prestigious estates. Unlike most other rural depots throughout the region, the original 1850 Keswick depot survives in part to this day, now in use on the grounds of a private school. In 1955 a newer depot was briefly used as the set for the Hollywood film version of the novel “Giant,” with stars Elizabeth Taylor and Rock Hudson.

The Keswick Hunt Club was formed in 1896 at the Clover Fields estate (once the home of the Meriwether family, the largest land-owners in the County in the 18<sup>th</sup> century). In 1912 famed architect Eugene Bradbury designed the iconic Villa Crawford near Keswick, which became a country club in 1947, and then the luxury hotel Keswick Hall in 1992.

*Photo at left: Photographer Ed Roseberry captured this moment in the summer of 1955, with Rock Hudson and Elizabeth Taylor in conversation on the set of the 1956 movie “Giant.” These scenes were filmed at the Keswick train depot (renamed “Ardmore” for the film).*



*Keswick, Virginia from the Green Peyton Map of Albemarle County, 1875*

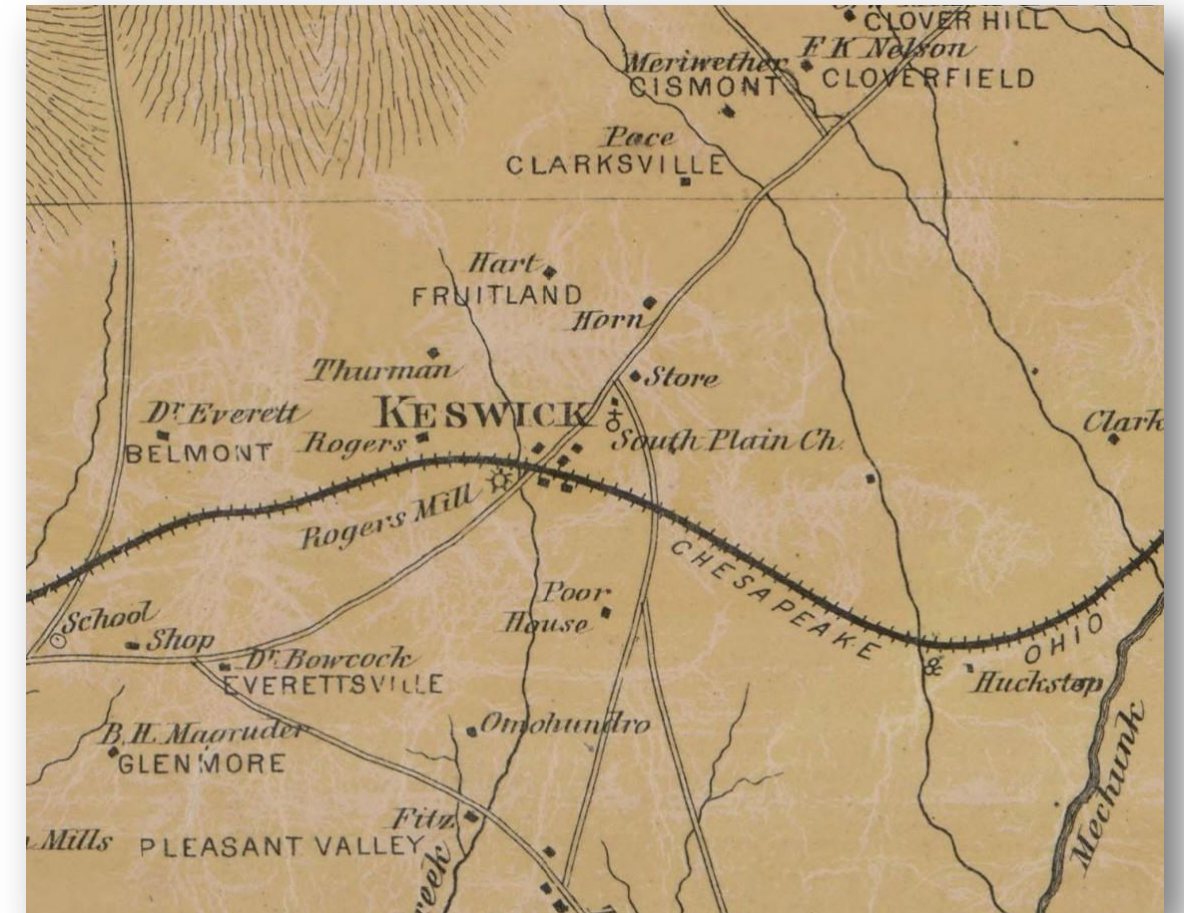
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*Keswick, Virginia from the Green Peyton Map of Albemarle County, 1875*

## *Newtown*

Like Porter's in southern Albemarle County and Free State just northeast of Charlottesville, Newtown in the foothills of the Blue Ridge Mountains of far western Albemarle County is recognized as an historic African-American community with a rich history. The three-or-so dozen families that called Newtown home over multiple generations created an independent community of their own, distinct from nearby Greenwood. They established a school, a community center, a country store, and the Mt. Zion Baptist Church in 1885, which was reportedly moved in 1946 from its original location on the steep slope of the mountain to a more convenient spot further down Newtown Road. Despite the fact that running water and electricity were slower to arrive in Newtown than many other places in the County, this close-knit village prospered thanks to the self-reliance and ingenuity of its residents.

In 1947 the Cockerille Chemical Company (which later became Greenwood Chemical Corp.) opened a manufacturing facility in Newtown, where it produced a number of chemicals used in various industries. Fires, explosions and complaints by nearby residents of burning eyes and sore throats were quite common over the years. Then on April 18, 1985 a massive explosion and fire killed four workers and led to the horrifying discovery of what had been decades of illegal dumping of deadly chemicals. The area became an EPA "Superfund Site." After many years of cleaning and the removal of poisoned soil, the federal government returned control of the site to the Virginia government in 2012.

In the late 1960s the construction of Interstate 64 went right through Newtown, taking out a reported ten historic homes in the village. Motorists on the highway today, as they travel near the VDOT Workers' Memorial, are likely not aware that they are literally passing through one of Albemarle County's historic African-American communities. Despite some of these challenges, rural and picturesque Newtown continues to be home for multiple generations of residents.

*Photo at left: Annie Belle Brown, then proprietor of "Brown's Grocery," the Newtown country store, December 1976.*



*The Newtown community as shown in the Charlottesville Daily Progress, December 1976.*

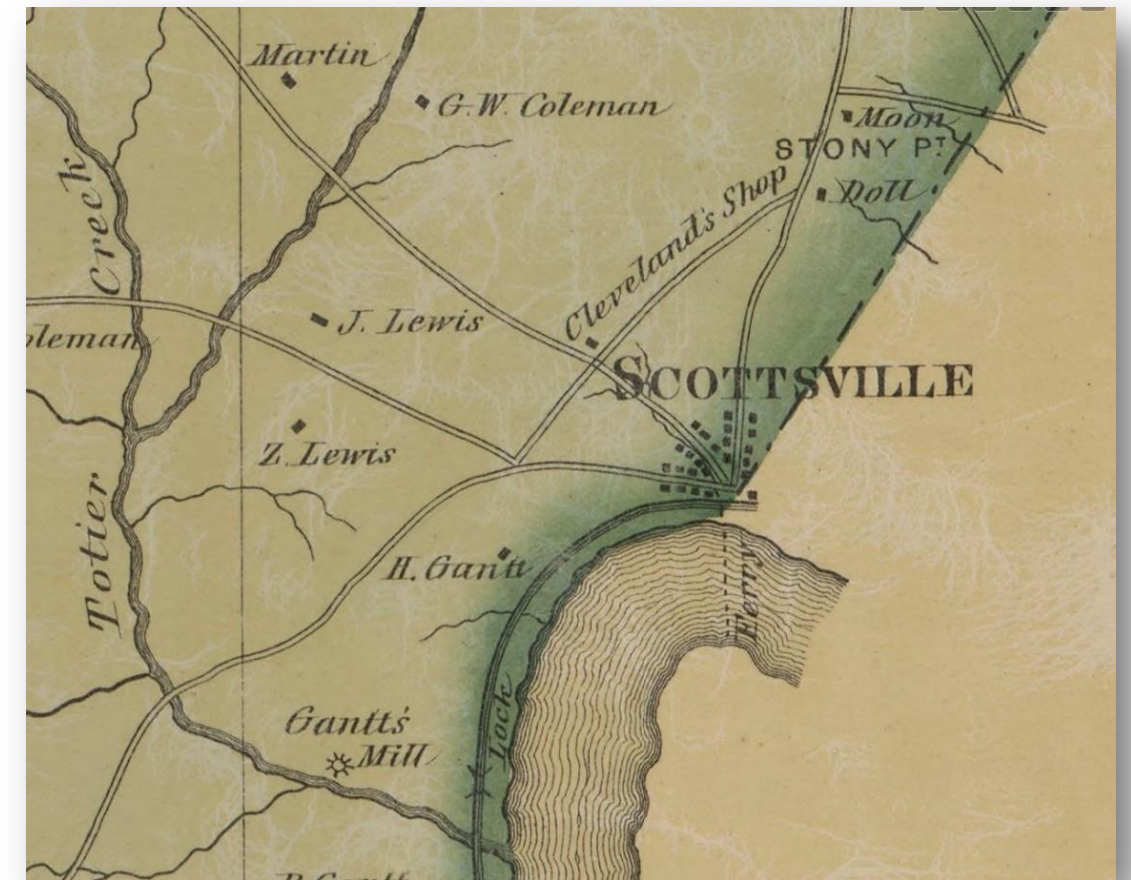
## Scottsville

On September 4, 1744, the Colonial General Assembly in Williamsburg voted to establish the County of Albemarle, comprised of the then western half of Goochland County, which included roughly 3-4,000 people on scattered estates and farms. A few months later, on February 28, 1745, the founding magistrates of the County convened at the Scott family's Totier Plantation near the riverside village of Scottsville to officially establish a county government. With a newly built courthouse and jail, Scottsville on the James became a thriving commercial and legal and commercial center for the western half of the Virginia colony.

The “capital” status did not last long, however. In 1761, not quite two decades later, Albemarle County was downsized to its present boundaries. Scottsville, once at the very center of a much larger “Old Albemarle,” now found itself at the southern tip of the county. A new town, named for King George III's bride Queen Charlotte, was established to the north along the colonial roadway Three Notch'd Road. Charlottesville officially replaced Scottsville as the seat of Albemarle County government in December 1762.

During the 18<sup>th</sup> and 19<sup>th</sup> centuries, Scottsville continued to be a thriving river port town, offering a key link between farmers throughout Central Virginia and the Valley and the markets down river and beyond. At one point Scottsville was reportedly the largest market for grain in the entire state of Virginia. In the mid to late 1800s new railroad traffic eventually replaced the use of river batteaus to move goods in and out of the region. It wasn't until 1907 that a wood-planked bridge over the James River replaced the historic ferry. The current bridge went into service on July 4, 1968. Owing to its location on the James, Scottsville has flooded numerous times in its history. The Army Corps of Engineers oversaw design and construction of a levee in 1985 at a critical point in the river that would hopefully prevent the town from being seriously flooded again. Despite tremendous growth elsewhere in Albemarle County, Scottsville has continued to enjoy an appealing rural charm— with only a few hundred residents even today.

*Photo at left: Ac.1911 view of the town of Scottsville on the James River, looking west, not long after a bridge replaced the historic ferry. (courtesy of the Scottsville Museum).*



*Scottsville, Virginia from the Green Peyton Map of Albemarle County, 1875*