



Western Prince William Heritage

Family Scavenger Hunt

In the Mosby Heritage Area

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Prince William County's western end is a key part of Virginia's Mosby Heritage Area. One of the Old Dominion's most historic counties, Prince William begs to be loved, and to do that, it needs to be explored! This scavenger hunt is an exploration of Manassas (the county seat) and western Prince William. It gives a sampling of Prince William and its heritage. It's meant to be a fun and educational family outing.

How to do the Scavenger Hunt:

1. Talk your family into the idea. Choose a day to go exploring. Decide who drives, who navigates, and who does the reading to the others. The *student* must write *their own* answers down in their own handwriting. Put the answers *right in this booklet*.
2. This scavenger hunt means for you to *truly explore* western Prince William County. It may take more than a day to do this. Look at the tour and decide how to break up your tour; it is nicely broken in half between stops 8 and 9.
3. ***Our prize*** for completing the scavenger hunt is a cotton Mosby Heritage Area t-shirt of gray with dark red lettering—"Got Mosby?" on the front, and "No . . . Mosby's Got You" on the back with the heritage area logo. A shirt goes to each student who completes their *own* scavenger hunt in a booklet. Extra copies of the scavenger hunt can be downloaded from our web site. Additional t-shirts for drivers, friends, brothers or sisters are available at a special 50% discount price of \$10.00 each (\$14.00 postpaid) by calling us at (540) 687-6681. Let us know of your involvement with a family scavenger hunt effort.

4. The tour begins at a central location, the Manassas Museum. The museum starting point is located at 9101 Prince William Street in downtown Manassas. At www.manassasmuseum.org you will find directions to the museum. *However, you may choose to begin the scavenger hunt at any numbered stop.*
5. Complete the tour, answering the simple questions as you go. You have to be at each site to answer the questions. Please do not copy answers from someone else or try to find answers on line! We want you to visit the sites—the *route* we give you and *being there* on site is the point of this scavenger hunt.
6. *Fill out the registration form in back.* Then send the completed scavenger hunt booklet with its form to:

Director of Education, Mosby Heritage Area Association
Post Office Box 1497, Middleburg, Virginia 20118
7. Call the Mosby Heritage Area weekdays with your questions at (540) 687-5578. If you reach voicemail, leave a message!
8. Consider using the scavenger hunt with friends or visiting company—it makes a great tour of western Prince William.

The Mosby Heritage Area Association: Heritage areas help preserve a region's precious heritage by assisting citizens and visitors in recognizing and appreciating it. Founded in 1995, this 1,800 square-mile heritage area includes Loudoun, Fauquier, Clarke, and Warren counties plus western Prince William. Civil War cavalry leader John Mosby was taken as the symbol of the heritage area due to his fame and the role he played in the region. With its heart-catching "lay of the land," distinctive local architecture, handsome farms, historical villages and small towns, miles of scenic country roads and the world-famous Blue Ridge and its foothills, it is worth loving and preserving. The Mosby Heritage Area is "hallowed ground" since so many soldiers from North and South fought and died here in the Civil War's most famous and deadly guerilla war. The Mosby Heritage Area Association's mission is to educate about and support the preservation of the historic, cultural, and scenic resources in the region. *We would love to have you join us!*

Learn more about us at: www.mosbyheritagearea.org

Part A. Western Prince William Scavenger Hunt.

1. BEGIN: The Manassas Museum. *Start your tour at the Manassas Museum, 9101 Prince William Street in Manassas. There is parking beside the museum for use during your walking tour of downtown Manassas. The Museum is open from 10-5 Tuesday through Sunday and on federal holiday Mondays. If you wish to tour the museum, there is a small admission charge. The Manassas Museum is a great place to get oriented to the history of Manassas and Prince William County. You can tour it now or come back to it for another day when you have more time. It is a good source for books and pamphlets on Prince William.*

Question #1: *How many cannons sit on the front lawn of the Manassas Museum? At what building do they point?*

2. The Southern Railroad Depot. *Walk across Prince William Street to a red brick train station with a red tile roof facing the Manassas Museum. Manassas was originally a railroad junction near the village of Tudor Hall. The Orange & Alexandria Railroad cutting south into Virginia intersected here with the Manassas Gap Railroad that ran west into the Shenandoah Valley. Both railroads still exist, but with different names. This depot was built in 1914 and is a museum of Manassas railroad history, a visitor center, and a waiting room for the train. Go first to the museum in the middle.*

Question #2a: *On one side of the museum room, there are two huge iron wheels connected by an axle. Reading the signs on the wall telling about these railroad objects, to what did these huge wheels belong?*

Question #2b: *Looking at the waiting room next to the museum and walking around the depot, which railroads still offer service to passengers here?*

3. The Hopkins Candy Factory. *Leaving the train station waiting room by the track-side door, turn right and walk along the station platform to Battle Street. Cross Battle Street, then carefully cross the busy railroad tracks. Once across, you'll see a 3-story brick building on your right—the Candy Factory. Go inside, then up the stairs to the candy factory exhibit on the right. This building opened in 1908 as a candy factory for the Hopkins Company. They made hard candy and chocolates and sent them all over the south in the early 1900s. Later, it was a flour and feed mill. It was once the largest factory building in Manassas. Today, it's been remodeled as a Center for the Arts. Look at the exhibits.*

Question #3: *What were the 2 most popular candies made by the Hopkins Candy Factory 100 years ago when it was operating?*

4. Old Opera House. *Turn right out of the candy factory and walk one block up Battle Street to Center Street. Turn right; the third building on your left (the far side of Center Street) is the Conner Opera House. From the late 1800s to the middle of the 1900s, most towns of any size had an "opera house." These auditoriums were more for concerts, meetings, movies, and other public events than real *operas*. This one, built after a major fire in town, went up in 1906—the pride of Manassas! Several reunions of Mosby's Rangers were held here in the early 1900s. The bearded, white-haired Civil War veterans wanted to remember their great adventures as young Confederate soldiers years before.*

Question #4: *What do the big letters on the side of the opera house spell?*

5. Old Town Hall. *Continue along Center Street, crossing Main Street until you come to the Old Manassas City Hall on the right. Built in 1914, this building used to serve as a firehouse on the first floor, and a town hall upstairs. Later, it became city hall until it was replaced by a newer building next door in 1987. Today, this handsome building is the symbol of the City of Manassas. Around the side of the building closest to you, you'll see a huge steel tire*

hanging from a chain. This was once a locomotive tire, and was one of three purchased in 1909 to be struck with a metal bar to warn volunteer firemen of a fire. You'll see a sign that tells more.

Question #5: *This building was once a firehouse. On which side of the building were the fire engine "bays" (doors)?*

Return to your car by retracing your steps to Main Street, turning left, and going two blocks back to the parking lot of the Manassas Museum. You will re-cross the railroad tracks on your walk. The remainder of the scavenger hunt will require your automobile.

6. Mayfield Fort. *Leaving the Manassas Museum parking lot, turn right onto Prince William Street, then immediately right again onto Main Street. Go 0.5 mile on Main Street to the "T" intersection at Wellington Road. Turning left onto Wellington, go 1.2 miles to the stoplight at Liberia Avenue/Prince William Parkway. Get in the left lane to turn left onto Liberia. Go 1.0 mile to Quarry Road, which is across the divided highway on the left. Turning into Quarry Road, go 0.1 mile to Battery Heights Boulevard on the left, then immediately turn left off it into the Mayfair Fort parking lot. Note: If you pass over the railroad tracks on Liberia, you've just passed Quarry Road; turn around!*

Mayfield Fort was constructed in 1861 by Confederate forces under General P.G.T. Beauregard to defend the very important railroad junction of the Orange & Alexandria and Manassas Gap Railroads—Manassas Junction, that we were introduced to at the railroad station in Manassas. They chose this hill on Mayfield farm northeast of the junction because of its commanding view—it would be a great place for artillery (cannons) to stop a Union attack and to view any Union moves. It was built by soldiers and slaves. It is the last of the earthworks left from the Civil War designed to defend Manassas Junction. Climb up the trail from the parking lot to the top, taking a moment to look at the Virginia Civil War Trails signs as you go, and especially viewing the pictures. At the top, you will see cannon, a graveyard, and a trail that makes a circle. Be sure to check out the view!

Question #6a: *Who owned the farm "Mayfield" on which Mayfield Fort was constructed? [Read the sign at the top.]*

Question #6b: *How many stone markers are in the cemetery at Mayfield Fort?*

7. Ben Lomond. *Turn right out of the parking lot onto Battery Heights Boulevard, then right again onto Quarry Road. Cross the divided highway (Liberia) and turn left, to continue on Liberia in the same direction you had been going. You will be driving on Liberia to the Manassas city limits. At the Prince William County line, the same road continues as Lomond Drive. Drive on Liberia then Lomond a total of 4.0 miles until you see Garner Street on your right. [If you reach Rt. 234, you have passed Garner Street.] Take Garner Street one block to Sudley Manor Drive. Turn right here, going 0.1 mile to the stone home Ben Lomond on your right (across from the Ben Lomond Community Center). The signed entry to its small parking lot is beyond Ben Lomond, just beyond the wooden house next to it. Pull in here and park.*

Ben Lomond was built beginning in 1830 by a member of one of Virginia's wealthiest and most important families, the Carter family. Benjamin Tasker Chinn who lived here was a grandson of Robert "Councillor" Carter, famous as being a member of the last Royal Governor's Council of Virginia in colonial days before the American Revolution. Carter became famous for working to free his over 500 slaves beginning in the early 1790s, deciding that slavery was wrong and was not in keeping with his Baptist faith. Grandson Benjamin Tasker Chinn, on the other hand, continued to have slaves work the productive fields of Ben Lomond or work in this handsome house. Remember that until fairly recently, this was prize farm country of Prince William. There were once *eight* Carter plantations spread around Prince William—this is the only one left. Soldiers marching to the Battle of Manassas in 1861 went right by this house, and used it afterwards as a hospital. You can actually touch a "slave quarter" here, a place where *real slaves* were once housed until the end of the Civil War. Walk to the little

stone building on the far side of the stone mansion house, the one furthest from your car. Touch it now, *touch* a piece of history and wonder what slaves once talked about inside these walls.

Question #7: *How many doors and how many windows did this “slave quarter” have?*

8. Manassas Battlefield. *Turning left out of the Ben Lomond parking lot onto Sudley Manor Drive, go 0.3 mile out to Route 234, Sudley Road. Turn right and go 1.9 miles on Sudley Road to the entrance to Manassas National Battlefield Park on the right. Park in the main parking lot by the visitor center. There is a small admission charge for adults at this National Park, payable in the visitor center. Kids under 16 are free. There are exhibits here, a film, and a great bookstore with books and things for kids.*

Two important Civil War battles took place in the fields surrounding this visitor center, one near the beginning of the Civil War in the first summer of the War, July 21, 1861, and a second even bigger battle in August 1862. The reason for the battles were fought here was that the important “Warrenton Turnpike” (today’s Route 29) came down from Washington and passed through here just west of us, heading to Warrenton, Culpeper, and beyond. Of course, there was also the important railroad junction nearby at Manassas. Today, we’ll only look at the first of the two battles.

The First Battle of Manassas in 1861, also called “First Bull Run” in the North, came as Union troops under General Irvin McDowell tried to use the Warrenton Turnpike to move toward Richmond, the new Confederate capital. This was a route further west than the usual main road south from Washington to Richmond (today’s U.S. Route 1 that parallels I-95). They were being urged “on to Richmond” to put an end to the Southern Rebellion by Congress in Washington and by the North’s newspapers. People knew there would be a battle, and drove out from Washington in carriages with Sunday picnic lunches to watch, much as they would go to a horse race. On the fields surrounding you here, they were shocked to see what modern war was really like as General P.G.T. Beauregard’s Confederates stopped the Union advance.

Civil War cannon. *Walk around back of the visitor center, and you will see several cannons ahead of you. These cannons are typical of the “12 pounders” used by armies on the march during the Civil War. Each cannon has a box on wheels for ammunition called a “caisson.” See if you can figure how the cannon worked (hint: powder and shell went into the front of the gun, pushed in by a “rammer,” and a fuse went into the “touchhole” at the base of the barrel). Confederates used guns like these here to hold back the Union soldiers coming towards them. Union gunners fired back from nearby hills. These could hurl a shell just about 1 mile.*

Question #8a: *How many cannons and how many caissons are parked here within easy view of the visitor center?*

Old Stone House overlook. *Now walk past the wooden Judith Henry House that gives this hill, Henry Hill, its name. [We will come back to it.] Continue to the sign 100 yards beyond the house and graveyard. The sign overlooks the Warrenton Turnpike (Route 29) below you, a stone house beside the highway, and behind the house, “Matthews Hill.” This “Old Stone House” built in the 1820s sat here along the Warrenton Turnpike at the time of the battle. On Matthews Hill behind it, Union troops (soldiers) had been sneaking through the woods beside the turnpike, and as the battle built during the morning of Sunday, July 21, 1861, these Union soldiers came charging out of those woods toward the Confederates holding Henry Hill where we now stand. Their cannon over there on Matthews Hill boomed and hurled shot (solid iron) and shell (exploding) at the Confederates over here. Little by little, the Confederate troops were pushed back. The “Old Stone House” was put to use as a Union hospital.*

Question #8b: *What color is the door of the Old Stone House?*

The Judith Henry House and Cemetery. *Walk back to the wooden Henry House with its little graveyard that you already passed. What happened to the people who weren’t fighting during a battle (the “civilians”)? Most just high-tailed it out of here! The*

woman who lived here in this wooden house at the time of this battle was an old Virginia lady named Judith Henry. She *couldn't* leave her bed. As the battle swirled around her house, a shell exploded and she was killed in that bed—a horrible, frightening way to die. She is buried in this graveyard. *After looking in the windows of the house, walk over to the graveyard and take a look.*

Question #8c: *Who else is buried in this tiny cemetery?*

The monument to First Bull Run. *Behind the Henry House is a very old sandstone monument in “Memory of the Patriots who fell at Bull Run, July 21, 1861.” Take a look at it.*

Question #8d: *What sits on this red sandstone monument, on its top and at each corner?*

The Stonewall Jackson statue. *Looking back to the visitor center, off to the left side of it a ways, is a huge statue of a man on horseback, Virginia General Thomas Jonathan “Stonewall” Jackson. Walk to the monument. At the high point of the Battle of First Manassas, Union soldiers charged forward across Henry Hill towards where this statue stands today. A South Carolina Confederate General, Bernard Bee, yelled to his men, “There stands Jackson like a stone wall! Rally behind the Virginians!” It was true, Jackson’s Virginia soldiers were holding the Confederate line during the Union charge like a stone wall while others were running. The Confederates did get behind General Jackson, their line held, they won the day (and the battle), and Jackson would have a great name for the rest of the war. “Stonewall” Jackson was perhaps the South’s greatest general, and was very popular with the Southern people. This statue is the symbol of that battle.*

Question #8e: *Look up at the statue carefully. Behind the right rear hoof is the sculptor’s signature—the man who made the statue. Who was the sculptor?*

Return to your car. We recommend that you come back to the battlefield another day to walk the trails, and to see the sites of the

Second Battle of Manassas, an even bloodier (if less famous) battle. If you are going to continue your tour today, we suggest you consider using the restrooms in the visitor center.

SUGGESTION: **THIS IS A GOOD PLACE TO DIVIDE YOUR TOUR IN TWO IF YOU DO NOT THINK YOU CAN COMPLETE THE SCAVENGER HUNT IN A SINGLE DAY.**

9. Antioch Church. *From the Manassas National Battlefield Park Visitor Center parking lot, return to Sudley Road, Route 234, turning right. Continue through the light at U.S. Route 29, and go 8 miles west to the end of Route 234 at the stoplight at U.S. Route 15, James Madison Highway. Turn left onto Route 15, going less than 0.1 mile south to Waterfall Road, Route 601, on the right. Take Waterfall Road 2.9 miles towards the mountain to a set of stone entrance posts on a curve on the left that lead into the small, white, wooden Antioch Church.*

You will notice two buildings here—the current white clapboard church, and a small log building up at the road. This was a Baptist church organized in 1837, twenty-four years before the Civil War. The members of the church met up at the log building until the church could be built in 1842 of stone. That stone church was torn down in 1901 because it was having problems (see photo in the back), and this wooden structure was built on the same site at about the same size. This is the way *country* churches used to look--no steeple, very small, seemingly “out in the middle of no where.” There were many farm people around here, though, and this was near where several roads came together. [The road the church is on was once a key road, going over Hopewell Gap to Fauquier County, so it was a good place for a church. A “gap” in Virginia is a low place in the mountain that’s easier to cross]. Members of this church used to hold baptisms down at the little creek behind the church. Go look in the church windows to see what it looks like inside. This historic church still meets Sundays at 11:00 a.m., with Sunday School in the old log building.

Question #9a: *In all the windows on the four sides of the church, how many panes of glass are there in all?*

Antioch Church Cemetery. Graves in this cemetery date back to before the Civil War. Several men from this church that were in the Civil War are buried here. *As you enter the cemetery from the church parking lot, you will see a cedar tree, on the left-hand side. Walk to it and you will see a large grave (“McIntosh”) with plastic fences and flowers. Just behind it is the grave of one George Mayhugh.* Look at this stone closely. George Washington Mayhugh was one of the millions of average Americans who fought in the Civil War and is now forgotten. He signed up down at Haymarket to join “The Evergreen Guards” (Company C, 8th Virginia Volunteer Infantry) as a foot soldier just three weeks into the War—May 8, 1861. [Evergreen is what they called this area then, and some still do—look at the Fire Company along Route 15.] No doubt George signed up with his friends, all excited about his new adventure and defending his native state against invasion by Union troops. His company saw fighting at the Battle of First Manassas in July and up near Leesburg in October at the Battle of Ball’s Bluff (when Union soldiers tried to cross the Potomac River and were stopped). But by November, George was so sick he had to be sent home. More soldiers died in the Civil War of illness than died in battle. Cold weather was a particularly bad time.

Question #9b: *There is a metal marker near his grave that looks sort of like a cross with the letters “C S A” on it. What does it tell us? Do you see any others in the cemetery? How many?*

10. The Prisoner-of-War (POW) Camp run by “the guerilla” Mosby. *Turn left out of Antioch Church’s lane. Drive 1.0 mile, and you will come to the Prince William/Fauquier county line smack in the “gap” (Hopewell Gap) in Bull Run Mountain.* [Notice the mountain towering on either side of the road at this location.] *Continue 0.1 mile west into Fauquier County, then turn right onto Bull Run Mountain Road, Route 629. NOTE THE QUESTION FOR THIS LOCATION AS YOU HEAD UP BULL RUN MOUNTAIN ROAD. Go just past the 4th driveway on your right (about .4 mile) and begin to look left into the woods and down into the slight hollow below.* During the Civil War, the Confederate Army placed John Singleton Mosby in this region

with a mission of “special operations” here in the rear of the Union Army. By early 1863 when he arrived, this region had been taken over by the Union Army. Mosby’s job was to get information on the movements of the Union Army, cut telegraph wires, attack Union outposts, capture Union trains and horse-drawn supply wagon trains, and to put *fear* into the invading Union Army in any way he could. Colonel Mosby was based about 10-15 miles northwest of us over the mountain towards The Plains, Marshall, Middleburg, and Upperville, where his Rangers stayed in the homes of Confederate supporters. Mosby’s Rangers often used this road over Hopewell Gap past Antioch Church to get to their enemy targets. When they captured Union prisoners, which they often did, they sent them on to General J.E.B. Stuart’s Confederate Cavalry near Culpeper, Orange, or Gordonsville to the south. They were then sent on to the Confederate capitol at Richmond to be held or to be sent on to another POW Camp (such as Belle Isle, Salisbury in North Carolina, or Andersonville down in Georgia). Mosby’s Rangers usually held Union prisoners for a short time until there were enough of them to make it worth the long, dangerous prisoner shuttle down to General Stuart. In this hollow to the left side of the road, surrounded by high ground where guards could be placed, Mosby often kept his “Yankee” prisoners. How nervous the captured men must have been in Mosby’s hands!

Question #10: *We used the 4th driveway on the right to help you find the location of Mosby’s POW Camp. What number is on that driveway? [Hint: It has 4 digits.]*

11. LaGrange. *Reverse direction and go back to Waterfall Road. Turn left, go 1.0 miles to Antioch Road, Route 681, turning right onto it. At 0.7 mile, you will see the handsome brick farmhouse on a small hill on your right that is historic LaGrange. Turn in at the marked driveway and park in the visitor lot.* LaGrange was one of Prince William County’s most handsome plantations, and still has a beautiful view of western Prince William from the front entry. The smaller west wing (closer to the mountains) was built in 1790, the larger, taller part was added on about 1830 by George Green. Benoni and Catherine Harrison

purchased the estate in 1837. He was an important fellow in Prince William and a member of the Virginia House of Delegates. There is a delightful story the current owners tell about the house:

Benoni Harrison was quite a figurehead in his day, but not necessarily a large man according to various documents. His wife, Catherine Norvill Harrison was said to be of larger stature and at one social event, Benoni said something to her which she did not like; she grabbed him up and spanked him like a child in front of their guests. From that moment, Benoni refused to share a hearth with his wife and had the additional fireplaces installed.

Today, LaGrange is Prince William County's only winery. Farm wineries have become very important to the economy of the Mosby Heritage Area in recent years, especially just over the mountain in Fauquier, Loudoun, Clarke, and Warren counties.

If you would like to get a peek at the inside of historic LaGrange, which is the winery visitor center, they will let you, and they have some exhibits on the history of the house and artifacts from its restoration on display. You can see the extra fireplaces the angry Benoni Harrison built, too in the entry room—just ask! [There is also a restroom here.] Do be sure to look at the marvelous view from the front of the house by the columned portico (porch).

Question 11: How many chimneys does LaGrange have?

12. Chapman's (Beverley's) Mill. *Leaving LaGrange, turn right back onto Antioch Road. Go 2.2 miles to Thoroughfare Road, Route 682. This 1.1 mile dirt road cuts over to Route 55, passing the North Fork Wetlands Bank on the left-hand side. Turn right onto Route 55. Go 1.0 mile to Turner Road, Route F289 on the right, then go 0.1 mile on Turner over I-66 to Route F287 on the left. Go almost to the end of this dead-end road—at 0.8 mile you will see a stone house on the left, and parking for the trail to Chapman's Mill right by it. Chapman's Mill may well be western Prince William County's most famous structure. Due to a fire set by teenagers in 1998, it is now in ruins, although ones you will want to see. You must access the mill ruins overlook (and a Civil War battle site) by a short trail. Park, lock up, and walk*
Trail Directions: *Just beyond the stone house is the entry to the Bull Run Mountains State Natural Area Preserve, which has miles*

of mountain trails. You will see a park kiosk on the right. Just behind it, go through the opening in the steel gate. You need to carefully walk across the Manassas Gap Railroad tracks. Look both ways before you cross, and step over each track! This is a busy railroad. You will see two trails on the other side of the tracks; take the left trail. Walk about 120 yards and you will come to a fork; take the left trail that proceeds onto a wooden boardwalk. The boardwalk will get you over a damp, muddy area that is a "dry" run—it is covered with running water after a heavy rain. Go 100 yards up this trail to the first set of ruins on the left.

The Miller's House (ruins). This first set of ruins includes those of the handsome house called "Meadowland," the home of the mill builder and operator. Built about 1759, the old home burned about 1880 and has long been a ruin. You will also see the remains of the home's ice house, used to keep ice and to keep things cold.

Question #12a: How many chimneys of Meadowland are still standing?

The Chapman Mill. *Climb up the trail another 50 yards, and you will come to the stunning ruins of the 7-story Chapman Mill on the left below you. Begun in 1742 using Broad Run as water power, Chapman's Mill was a grist (grain) mill, serving the many wheat and corn farmers on either side of the Thoroughfare Gap. When the Manassas Gap Railroad ran its new tracks past the mill in 1852, the miller totally modernized the stone mill and added two more stories to make seven (see the photo in back). The unground grain started at the top of the mill moved up by water-powered conveyer belts, and worked its way down until ground and packed as flour or "meal" in barrels or burlap sacks at the bottom. When the Civil War came, the successful mill was used to store 2000 tons of meat for the Confederate Army, with herds of cattle kept nearby. The mill was burned just before the First Battle of Manassas in July 1861 to keep Union forces from capturing the meat. It was rebuilt by the Beverley family in 1876, and run again as a grain mill until 1951. Due to the 1998 fire, the ruins are shaky, but there's an effort to raise money to restore the mill.*

Question #12b: *Looking down at the mill, where are the railroad tracks?*

The “Battle of the Rooftops.” *Opposite the mill overlook is the Quarry Trench Trail. Climb 75 yards up this trail to the first history sign on the left describing the fighting here. This trail follows a quarrying trench here in Thoroughfare Gap in the Bull Run Mountains, the trench from which the stone was taken to build Chapman’s Mill. On Thursday, August 28, 1862, in the second summer of the Civil War, Confederate General Robert E. Lee with General James Longstreet was rushing from the west side of this ridge of mountains with their soldiers to come to the aid of General Stonewall Jackson on the Manassas side. Jackson had rushed in to destroy Manassas Junction the day before, which was heavily used by the Union. Now he was about to face the huge Union army of General John Pope. Pope had more men than Jackson and hoped to crush him before Lee and Longstreet’s men could arrive. Union General Ricketts was ordered to this place in Thoroughfare Gap to stop the Confederates from getting through or at least slow them up. The fighting along this ridge top above the mill was called by the soldiers “the Battle of the Rooftops.” It was a very *nasty* fight. In the end, Rickett’s men were badly outnumbered, and Lee and Longstreet’s Confederates made it through. The bloody Battle of Second Manassas back on the Manassas battlefield would take place over the next two days. Read the first sign, then go another few yards to where the trail crosses over the trench and you will see a second sign, “One Soldier’s Story” that brings this site alive.*

Question 12c: *Union and Confederate soldiers fought on either side of this quarrying trench, Union soldiers where you were standing at the first sign, Confederate soldiers where you are now standing on the other side of the trench at this second sign. On the sides of the trench now, what do you see (what grows)?*

Hike back to your car now by reversing direction on the Quarry Trench Trail. Turn left back onto the main trail, then right past

the boardwalk onto the trail that takes you back across the railroad tracks.

13. Haymarket Town Hall and Museum. *Return to Route 55. Turn left. Drive 3.1 miles to the Haymarket Town Hall & Museum at 15025 Washington Street (Route 55), on your right. [You will cross Route 15.] Park in the lot by the museum’s caboose, then walk around the museum to the Virginia Civil War Trails signs.*

This Town Hall once sat at the intersection of the two most ancient and important roads in the region—the Carolina Road that went north and south (replaced by Route 15 today) and the Dumfries Road, which went east to the port of Dumfries on the Potomac and west to the Shenandoah Valley by way of Thoroughfare Gap. Haymarket grew at the intersection, as many towns do. Since Haymarket was burned on November 5, 1862 during the Civil War, this building was built *after* that time. The free Haymarket history museum now in this building is open from 10:30 a.m. to 3:30 p.m. on Saturdays, April to December. No admission is charged. Now, please read the Virginia Civil War Trails signs.

Question #13: *Who burned the town of Haymarket and why?*

14. Saint Paul’s Church. *Turn left from the parking lot onto the little lane (Route 1301) that runs beside the Haymarket Town Hall and Museum. This dirt lane is actually the Old Carolina Road, dating from Colonial Days, and still the main road at the time of the Civil War. Go 0.2 mile to the brick Saint Paul’s Episcopal Church on the right. [You will pass another church on your left].*

Saint Paul’s Church is believed to be the only Haymarket building to survive the Civil War. Built originally as a courthouse and later used as a school, it has been used since 1822 as a church, making it the oldest church *in continuous use* in Prince William. In the cemetery, you can find the graves of Colonel Norborne Berkeley and his brother Edmund, Confederate officers who commanded the 8th Virginia during the Civil War. Edmund was the officer who recruited George Mayhugh, whose grave we

visited at Antioch Church. [Look for the metal marker like you saw on Mayhugh's grave to find the Berkeley brothers' graves.] Before you leave, read the plaque on the front of this old church.

Question #14: *Based on the front plaque, when was this church used as a stable? By whom? Why use a church for a stable?*

15. The village of Buckland Mills. *Return on Route 1301 to Route 55. Turn left and go 0.5 mile to the stoplight at the intersection with Route 15, the James Madison Highway. Turn left onto Route 15 south, and go 2.8 miles to U.S. Route 29, which U.S. Route 15 then joins. Turn right onto Route 15/29 and go a brief 0.4 mile to Route 684, immediately past Broad Run at the base of the hill. This is a right, and means turning on your right directional signal shortly after turning on to Route 15/29. Pull to the end of the lane, then pull out of the way of traffic. Take the short walk back out to Route 29 and turn around.*

This tiny mill village of Buckland Mills, often referred to just as Buckland, dates back to the 1790s. Some people call it a tiny "time warp"—restored and almost frozen in time, yet just off a very busy highway. Many people pass it but never pull in. Every building is old and historic--the Buckland Preservation Society has worked to preserve the buildings and the land surrounding them along Broad Run. On the Route 29 end of the village, you will see the stone Buckland Tavern, 200 years ago a busy stagecoach stop on the Warrenton Turnpike (today's Route 29). If you have your back to Route 29, it will be on your left, where the silver and black state historical sign is. Across the street is the home and office of the village doctor, Dr. Brown, his home built in 1793. The house next to Dr. Brown's was once the post office. At the end of the lane, beyond a fence, sits the 3-story Buckland Mill, not the first to sit on the sight. It ground grain, just as Chapman's Mill further upstream on Broad Run did. This tiny village had its own Civil War battle, on October 19, 1863, when advancing Union cavalry was hit here by Confederate General Fitzhugh Lee's horsemen and chased five miles north on Route 29 to Gainesville. Some people call this "the Buckland Races." The Union commander on the scene here was none other than General George Custer, who

would be massacred by Sioux Indians at Little Big Horn out west in 1876. We thought you might like to see the way Prince William County once looked!

Question #15: *What sits in Broad Run opposite Buckland Mill?*

16. Mosby at Grapewood Farm. *Turn right onto Route 29, being very careful as you pull out, and being sure to "hit the gas" as you do. You will travel 0.6 mile to the top of a hill, then get in the left lane at the stoplight to turn left onto Vint Hill Road, Route 215. Go 1.5 miles on Route 215 to Route 652, signposted "Vint Hill Farms Station." You will pass through this former Army Signal Security Agency post opened in 1942 and closed in 1997, with its buildings on your left. They are now being redeveloped. At the stop sign at the former military entry point after 0.9 mile, continue through onto Kennedy Drive and go another 0.4 mile. There, Kennedy Drive makes a 90-degree turn to the left. Pull over wherever it looks safe.*

At the top of this hill in 1863 sat "Grapewood Farm" owned by the Fitzhugh family. As Kennedy Drive heads downhill here, it follows the route of the entrance lane to the farm. It would see quite a little fight on May 30, 1863. Mosby's Rangers came over Hopewell Gap to attack the Orange and Alexandria Railroad about a mile north of Catlett Station, which is southeast of here. They had a new cavalry cannon, light enough to haul with some speed, (described by one of Mosby's men as "too large to be carried in a holster, but not big enough to be called a cannon"). They used it to attack a 14-car Union supply train heading south, which they "derailed" by moving the railroad track with a length of telegraph wire they tied to it--just as the locomotive came around a bend. "BOOM!" went the cannon, and Mosby's men charged the train. They ran off the armed Union guard, took what they wanted from the railroad cars, then set the train on fire. As they returned, heading this way, they found they were being chased by Union cavalry who had heard the cannon. Mosby's men put their cannon at the top of this little hill, firing down what was then a farm lane at the Yankees. There were fences then on either side of this farm lane. The Union cavalrymen got almost to the top of the hill when

Mosby's cannon fired, flattening them. A second Union charge a few minutes later overran the cannon, captured most of the cannon crew, nearly captured Mosby, and left Captain Bradford Smith Hoskins dead. Smith was a British officer who had crossed the Atlantic to fight with the very famous Mosby. This incident, often written about in books about Mosby, happened right where you are standing, but most people don't know about it today. As you drive down the hill, remember the dead and wounded Union horsemen once lying in this lane from their deadly charge up it.

Question #16: *What color is the barn silo still on this hill?*

17. Greenwich—protected by an Englishman. *Go down the hill to the stop sign, where Kennedy Drive ends. Turn left onto Rogue's Road and drive 1.9 miles back to Vint Hill Road, further down from where you turned off. Turn right onto Vint Hill Road, go 0.3 mile to the Greenwich Presbyterian Church on the right. Immediately as you turn into the parking lot, you will see two historical signs on your left—turn left and park by them.* Notice the Virginia Civil War Trails sign named "Greenwich—Union Jack over Dixie." [The "Union Jack" is the British flag and "Dixie" means the South.] The home called "The Lawn" owned by Englishman Charles Green mentioned in the sign is just across Burwell Road, the road coming out to Vint Hill Road at this intersection. It was the home in which Mosby and his men stayed the night before the raid on Catlett Station. It later burned, and was rebuilt somewhat like the first, so you can still get the idea of what it was like. Green took a cart over to Grapewood Farm once the firing stopped to try to pick up some wounded. He brought the dying fellow Englishman Captain Bradford Smith Hoskins back to "The Lawn" where Hoskins died.

Walk towards the church and cemetery. Greenwich Presbyterian Church was built in 1858 just before the Civil War in the latest Victorian style. Charles Green donated the land for it. Green flew the British flag over the church several times during the Civil War to protect it, declaring it a neutral site so Union troops would not burn it, turn it into a stable, or take it over for a hospital for their

men and damage it. In the cemetery to the left of the church you will see a large 6-sided tombstone that has a cross on the top. This is where Charles Green had Captain Bradford Smith Hoskins buried. What did it look like here that day when he was buried?

Question #17: *How old was Captain Hoskins when he died?*

18. Bristoe Station Battlefield. *Turn right out of the church onto Vint Hill Road, Route 215. Continue 6.2 miles to the stoplight at Route 28, Nokesville Road. Continue through the light onto Chapel Springs Road, going 0.1 mile to Route 619, Bristow Road. There, turn right, going 0.3 mile on Bristow to Iron Brigade Unit Avenue on the right. You will notice the signs for Bristoe Station Battlefield Heritage Park and Virginia Civil War Trails. A short way in, you will come to a circle—go $\frac{3}{4}$ of the way around it to 9 o'clock, where you will see 10th Alabama Road. Turn this into the Bristoe Station Battlefield Parking Lot.* Here, just east of Bristoe Station on the Orange & Alexandria Railroad, General Lee's Confederates struck the Union army of General Meade on October 14, 1863. This came after the great Battle of Gettysburg up in Pennsylvania. Union forces had gradually followed Lee back down into Virginia, and on this day were going back to Centreville up in Fairfax County. Lee's men hit them in the rear. Union General Gouverneur Warren's men made a stand here to protect the rest of their army, and successfully pushed Lee back. That day, the Confederates lost more than twice as many men as the Union. In total, over 1800 were killed, wounded or captured here on the fields before you.

Until recently, this battlefield was on private property. When it was sold for development, Centex Homes worked with Prince William County to save a crucial piece of the battlefield. Here you will see a Civil War battlefield come to life again with trails, markers, parking, restrooms, and more. As of early 2008, things are just beginning—*watch it grow! Come back!*

Question #18: *Looking at the silver and black "Confederate Cemeteries" historical sign near the parking lot, why were Confederate soldiers dying when camped here in 1861?*

19. Brentsville Courthouse Historic Centre. *Return to Bristow Road, turning right onto it. After 0.4 mile, you will come to the railroad tracks (once the Orange & Alexandria tracks) and just after, Bristoe Station, for which the Battle is named. Continue 3.4 miles further to Brentsville. You will pass through a largely undeveloped area of farms that looks like the Prince William County of a hundred years ago. Just after Old Church Road on your right, you will see the Brentsville Courthouse with two small churches and a one room schoolhouse all on your left. Parking at the Brentsville Courthouse Historic Centre is behind the red brick courthouse building (the one with the “cupola” on the roof).*

The old Prince William County jail. *Walking from the parking lot, you will see this on your left. Note the bars on the windows. This jail was built in 1822, when the courthouse was moved up here from Dumfries on the Potomac River. Brentsville was more in the middle of Prince William County. The jail was to house debtors, criminals, and even runaway slaves in cells made of thick oak timbers. The plan is to restore the jail to how it looked in the 1830s. Take a look in the windows.*

Question #19a: *How many of the jail windows still have bars?*

Brentsville Courthouse. Built in 1822 when Prince William County moved its courthouse here to Brentsville, this handsome, historic building held trials until 1894. It was replaced by a courthouse at Manassas, which you will see later. All other official county government business also took place in this building. After the Civil War, John S. Mosby likely practiced law in this courthouse. Look in the windows—*this building has already been restored to how it looked in the 1830s. Where do you think the jury sat that had to decide whether the prisoner was guilty?*

Question #19b: *Look at the back wall of the courthouse (the back has two windows, faces the parking lot; the front of the courthouse has the cupola on top). Draw what you see between the two windows. Who would have sat here?*

One-Room Schoolhouse. *On the other side of the courthouse from the jail is the schoolhouse. This was Brentsville School, built in 1928. Like most Virginia counties, Prince William once had many one room schools, especially out in the country. This one was a “segregated” school. At that time, Virginia law required segregated schools. The school was used until 1944 when bigger schools were built. Be sure to look in the windows!*

Question #19c: *From reading the sign and looking at the photo on it of Miss Buckley’s class in the 1930s, was this a white school or a black school? Were the students all the same age and grade in Miss Buckley’s single classroom?*

You will see signs about the archaeological dig here at Brentsville every few feet. You might like to read some of these. The little white church with the green shutters beyond the school was the Union Church, built in 1880. It was used by the Episcopalians, Presbyterians, Methodists, and Baptists here in Brentsville. With two services each Sunday, each group could meet every other week! You might like to look in the windows, but we will not ask you any questions about this site.

20. Jennie Dean’s Dream--The Manassas Industrial School for Colored Youth. *Leaving the parking lot of the Brentsville Courthouse Historic Centre, turn right back onto Bristow Road. Drive 4.2 miles back to Route 28, Nokesville Road. There, turn right and drive north on Route 28 into Manassas, going 3.4 miles to Wellington Road. Turn right onto Wellington.. Go 0.5 mile, and just across the railroad tracks, you will see the Jennie Dean Elementary School on the right. Go just beyond it to Dean Park Lane (you will see a sign there for Manassas Industrial School-Jennie Dean Memorial). Turn right into Dean Park Lane, then take the first right into the park’s parking lot beside the school.*

Jennie Dean was born a slave in 1852 in western Prince William County. Freed after the Civil War, she had a dream to create a school for African-American children of high school age where they could take high school courses and learn a skill that would get

them a *good* job. This kind of school did not exist here or anywhere around here—only elementary school education was offered to blacks in the late 1800s. Miss Dean raised money from Northerners to create the Manassas Industrial School which opened in 1894. It slowly grew as she raised money, but it always was a fight to raise *enough* money to run this private school. In 1906, she was one of the first African-Americans to be invited to the White House, meeting with President Theodore Roosevelt. In 1938, it became a regional black public school, serving African-American high-school aged students from throughout Northern Virginia until 1966. The students were *very* proud of their school!

The small park built here to remember this important school was created by the Manassas Museum System. Go to the 4-sided information “kiosk” near the parking lot and PUSH THE FRONT BUTTON to hear the story of Jennie Dean. Then look at the old photographs on the kiosk. When you are done, you can get some idea of the size of the school by looking at the walls that now are laid out to mark the foundations of the original buildings.

Question #20: *What was the name of the largest building? How many stories was it (see the photo on the kiosk)? The building was in the shape of what letter of the alphabet?*

21. The Peace Jubilee Memorial. *Return by way of Dean Park Lane to Wellington Road. Turn left on Wellington, and after 0.1 mile, go right on Prince William Street. Go 0.7 mile to Grant Avenue, turn left, and drive 3 blocks to Lee Avenue. Turn left and park immediately on the right in front of the old Courthouse. This is the newer Prince William County Courthouse that replaced the one at Brentsville in 1894. This building was used as the county courthouse for ninety years until 1984. In front of the courthouse on the corner of Grant and Lee Avenues, you will see a Virginia Civil War Trails sign explaining the Peace Jubilee Memorial erected on the 50th anniversary of the First Battle of Manassas. Read the sign, then see the memorial behind it. It’s a fitting place to end our Prince William Scavenger Hunt.*

Question #21a: *On July 21, 1911, the 50th anniversary of the battle, Union and Confederate veterans walked toward each other across the battlefield. This time, instead of killing each other, they shook hands. It must have been a very moving moment to watch there on Henry House Hill, a place where we stood earlier on your tour. Which President then gave a speech to the cheering crowd?*

Question 21b: *This memorial was dedicated in honor of this 50th anniversary “Peace Jubilee.” PEACE was celebrated! The memorial has a plaque on it, and is decorated with 4 objects. What are they?*

THIS ENDS YOUR TOUR AND SCAVENGER HUNT.

To return to the Manassas Museum where you started: *Reverse direction on Lee Avenue and go back to Grant Avenue, turn right, go to Prince William Street, turn left, and the Museum will be just ahead on the right. There are restrooms!*

To return to western Prince William County: *Reverse direction on Lee Avenue and go back to Grant Avenue, now turning left. Follow Grant Avenue with its handsome houses out of downtown Manassas to Sudley Road (Route 234), bearing left. Sudley Road heads west to I-66 and goes on to Route 15 and western Prince William.*

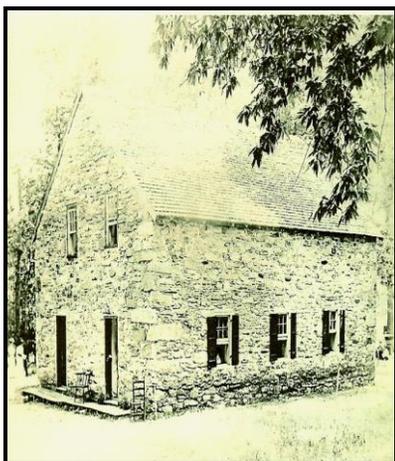
BE SURE TO SIGN YOUR HONOR PLEDGE, FILL OUT YOUR REGISTRATION FORM, AND MAIL THIS COMPLETED BOOKLET TO US SO YOU CAN GET YOUR MOSBY HERITAGE AREA T-SHIRT.



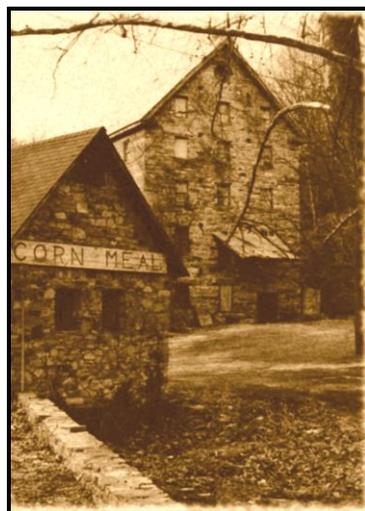
Colonel John Singleton Mosby
Commander, Mosby's Rangers
1833-1916



Miss Jennie Dean,
Founder, Manassas Industrial School
Photograph courtesy of Manassas Museum



The original *stone* Antioch Church
-photographed before 1901-
Photo courtesy of Antioch Church



Chapman's or Beverley's Mill
- photographed 1984, before the fire-
Photo by Richard Gillespie, MHAA

Registration Form and Honor Pledge

MY PLEDGE OF HONOR: *I actually took the tours for which I have given answers. I saw these sites, and answered these questions myself during my visit(s). I did not get or copy the answers from anyone else. The answers here are my own work.*

Student's Signature: _____

Parent's Signature: _____

Date: _____

Student's Name Printed: _____

Student's School: _____

Student's grade and teacher: _____

Your Mailing Address: _____

E-Mail Address (optional): _____

Telephone (in case we have questions): _____

T-Shirt Size (options include Youth M, L; Adult S, M, L, XL)

Would you like to receive notice of upcoming activities and programs of the Mosby Heritage Area Association? _____

Comments on the tour? _____
