

THE ROUTE OF THE THREE NOTCH'D ROAD: A PRELIMINARY REPORT

by

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PREFACE

The Virginia Highway and Transportation Research Council is a cooperative organization sponsored jointly by the Virginia Department of Highways and Transportation and the University of Virginia and is located on the Grounds of the University at Charlottesville. The Council engages in a comprehensive program of research in the field of transportation. As a part of its program the Council, in December 1972, began research on the history of road and bridge building technology in Virginia. The initial effort was concerned with truss bridges; a complementary effort concentrating on roads got underway in October 1973.

The evolution of the road system of Virginia is in many ways inseparable from the social, political and technological developments that form the history of the Commonwealth. Despite this, there are few extant serious works on the history of roads in Virginia. Those which have been produced focus on internal improvements and turnpike development before the War Between the States. Little has been done on the period from Reconstruction through the creation of the system of state highways in the earlier part of this century.

Accordingly, it was decided to investigate the development of the roads within a single county. Using this experience, a history of its roads would be produced as well as a procedural handbook for the writing of road histories. Due to its proximity to the Research Council, Albemarle County was chosen for this pilot study. The period chosen was 1725-1816. During the early stages of this project it was necessary to examine and extract all the road orders for the counties from which Albemarle was formed as well as the orders for Albemarle when it still contained the Counties of Amherst, Buckingham, Fluvanna, Nelson, and parts of Appomattox, Bedford and Campbell. The later road orders concerning Albemarle will ultimately be published with the road history, but the broad applicability of those for Goochland, Louisa and early Albemarle, and the opinions of various authorities throughout the state who examined them, indicated that they should have separate publication in order to make them generally available to individual scholars through libraries and educational institutions. Therefore, the three initial publications of this series, *Louisa County Road Orders 1742-1748*, *Goochland County Road Orders 1728*, and *Albemarle County Road Orders 1744-1748*, were prepared, indexed and published.

In December 1974, a request was received from James A. Bear, Jr., Resident Director and Curator of the Thomas Jefferson Memorial Foundation at Monticello. Mr. Bear, engaged in editing Thomas Jefferson's Account Books for publication, wanted to know the original route of the Three Notch'd Road between Richmond and the Valley.

The report prepared for him elicited so much interest that it was ultimately expanded to include a folding map, the results of a reconnaissance by two Council members, an appendix of the pertinent information from the Order Books of Louisa, Goochland, Albemarle and Orange

Counties, citations in the *Virginia Gazette* of Williamsburg and photographs of portions of the road, abandoned and still in service. Accordingly, it was determined to issue this accumulated information as a publication of the Virginia Highway and Transportation Research Council.

ABSTRACT

Of the many colonial roads constructed during the eighteenth century as settlement moved across Piedmont and Southside Virginia, a few have remained virtually intact and in service as state roads over most of their length. One of the most significant of these is the Three Notch'd or Three Chopt Road, which ran from Richmond to the Valley as a main east-west route from the 1730's to the 1930's, when it was superseded by U.S. Route 250.

Probably originally an Indian and game trail, various sections of which were gradually improved to the status of roads during the 1730's as the settlers moved into the upper Piedmont. Known first as the Mountain Road, or Mountain Ridge Road, it derived its name Three Notch'd Road from a system of marks it had received by 1742 or 1743. As early as 1737 it possessed milestones or numbered trees running from west to east along its route as an aid to travellers.

Although the road appears on late eighteenth century maps, it can first be specifically located on the maps prepared by the Confederate Engineers, and these indicate it very nearly on its present course from Richmond to the Valley.

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INTRODUCTION

Mechunk Creek, Allegre's, 13th June...

Our junction with the Pennsylvanians is formed, and we have again got between the enemy and our stores. Nothing has been lost but what was left on the Point, and the few articles that, notwithstanding your and my directions, it had been thought proper to send to Charlottesville. I have ordered the stores to be removed higher up, and am now in a better situation to defend them. I request, my dear sir, you will immediately return this way, and, with the Continentals and militia under your command, hasten to form a junction with us...

Marquis de Lafayette, 1781.

Among the more noted roads and streets of the colonial period in Virginia is the Three Notch'd Road which ran from Richmond to the Valley and was a significant east-west route from the 1730's to the 1930's when it was superseded by Route 250. The name and trace of this road have survived west of Richmond and upon United States Geological Survey maps for several segments along present U.S. 250.

A description of the route was given by M. Ethel Kelley Kern in *The Trail of The Three Notched Road* (Richmond, 1929). This description, however, concentrated on the eastern portion of the road near Richmond. A detailed study of this road and its origins has apparently never been published. Hopefully, this defect will be remedied as the Bicentennial helps to focus attention on this road and the part which it played in the events leading up to Yorktown.

The major portion of Jack Jouett's famous 1781 ride to warn Jefferson of the approach of Colonel Banastre Tarleton and his Dragoons seems to have been over this road. It also figured importantly in the maneuvers of Marquis de Lafayette and Lord Cornwallis prior to Yorktown. The

Marquis, by a clever night march, was able to take up a strong position which commanded this road near Giles Allegre's Tavern on Mechunk Creek. He thus thwarted the movement of Earl Cornwallis toward the munitions stored at Albemarle Old Court House near Scottsville, starting him on his way toward the climactic surrender at Yorktown.

Although the research undertaken thus far by the Virginia Highway and Transportation Research Council has been directed toward the compiling of a history of the roads within the present configuration of Albemarle County rather than the Three Notch'd Road specifically, a considerable amount of information has been unearthed concerning it. Research has thus far been confined mostly to the Counties of Goochland, Louisa, Hanover Fluvanna and Albemarle. Most of the early records of Hanover were destroyed in Richmond in 1865 and only a few of the early Henrico records were examined; therefore, the authors can speak with no authority concerning these two counties. The earlier counties were examined for extant records within the time period before they lost portions to Albemarle or to counties which later lost portions to Albemarle County. The following sources were searched and recorded:

Pre-Revolutionary Period

Henrico County Court Order Books, 1716-1728_(many gaps)

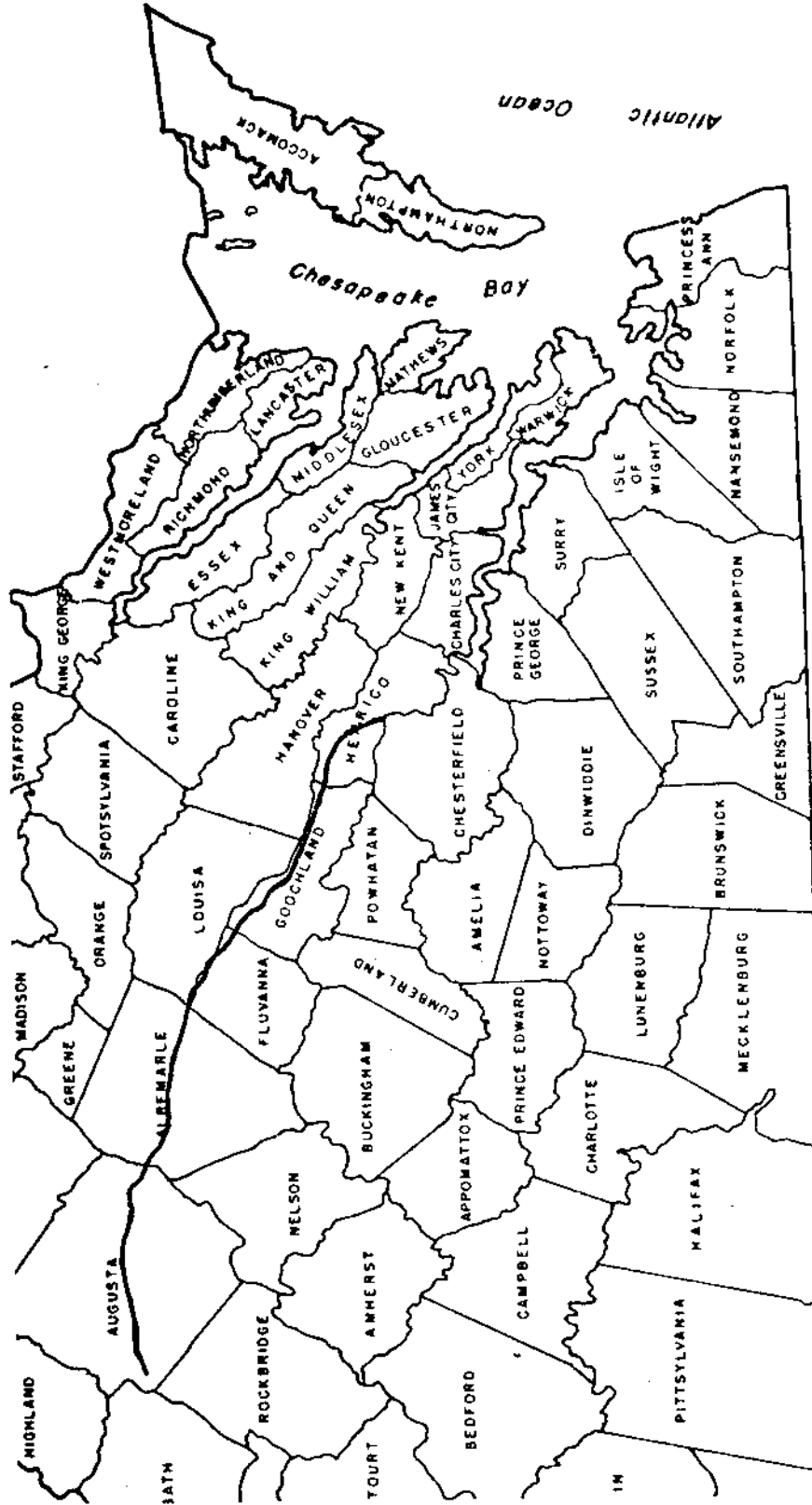
Hanover County Small Books, 1721-1742 (1734-1735 only records extant)

Goochland County Court Order Books, 1728-1744

Louisa County Court Order Book, 1742-1761 (1742-1748 only records extant)

Albemarle County Court Order Book, 1744-1775 (1744-1748 only records extant)

Presumably this listing encompasses the bulk of the surviving road orders for the territory through which the Three Notch'd Road ran (and still runs) from the initial period of settlement up to the time when the road was quite clearly in existence. The principal exceptions, which have not been examined, are the Henrico County Court Order Books after 1728. In any case, it now seems possible to speak with some authority on these listed counties, subject to revision in the light of later research.



Map 1. The Route of the Three Notch'd Road

THE THREE NOTCH'D ROAD

Traditionally considered to be the improvement of an Indian trail from Tidewater to the Valley, the Three Notch'd Road does not appear to have earned its name until rather late. In fact the earliest mention of it by this name thus far encountered appears in the Louisa County Order Book 1742-1748 in an ordinary license rather than a road order:

On the Petition of Charles Allen for a License to keep
an Ordinary at his house on the Three notch road in this
County...

This order, along with all the others bearing on the Three Notch'd Road, may be found in Appendix A and Appendix B. Although the records of Hanover County, from which Louisa was formed in 1742, are lost, those of Goochland are complete from 1728 and their Road Orders to 1744, when Albemarle was separated, were recorded without any mention of the name prior to 1743. This is indeed strange. It would appear to make the name Three Notch'd Road a creation of the 1740's at the very earliest.

In the search for the origins of the road in the county records, it was found that on 19 June 1733 Old Style there was issued by the Goochland County Court an order for a road which was probably the initial part of the one called Three Notch'd today. It was originally called the Mountain Road, or Mountain Ridge Road, and went by this name for about the first decade of its existence. It was to run "from the Mountains down the ridge between the North River [Rivanna] & Pamunkey River [South Anna] the most convenient way..." In the spring of 1734 Peter Jefferson became the surveyor of this road. From this point forward orders concerning this road proliferate as settlement rapidly gets under way in the area along the Southwest Mountain and beyond.

That this road was then ordered to be cleared over the whole distance from the Southwest Mountain to near present Goochland Court House, and that the first mention of the name Three Notch'd Road occurs ten years later would appear strong presumptive evidence that the so-called Three Notch'd or Three Chopt Road did not previously exist as such. That it may have existed as a trail or path suitable for foot travel by man and beast is quite likely, but the word "road" means a way suitable for wheeled vehicles and this usually entails some grading and bridges to facilitate their passage.

Further evidence for this thesis may be adduced in the fact that the orders for the more westerly portions of the later Three Notch'd Road were not issued until 1737. It was only on 17 May 1737 Old Style (March 25 was the beginning of the year until 1752; thence January 1) that a Road Order was issued by Goochland County Court for Michael Wood to clear a road "From the Blew Ledge [Blue Ridge] down to Ivy Creek." This was to be the portion of the Three Notch'd Road from the present Ivy via Mechum's River and Wood's (now called Jarman's) Gap. An unusual

circumstance surrounding this portion of the road was that it exactly reversed the usual order of settlement and roadbuilding in this area. Michael Wood had come down the Valley into Virginia from Pennsylvania, moving eastward through the mountains to settle below Wood's Gap on the eastern side. For this reason the road was built from west to east instead of the more usual east to west direction.

In 1739 "Henry Wood, Peter Jefferson and Charles Lynch Gentlemen" were appointed to select a place for a bridge over "My chunk." Presumably this was on the route of the later Three Notch'd Road where it crosses Mechunk Creek a short distance north of the present bridge on Route 250. On 15 July 1740 Old Style the Court agreed with "ffrans James" to build the bridge. In neither of these road orders is there any mention of the name Three Notch'd Road. This bridge might, of course, have been located at some other point on Mechunk Creek, either higher or lower, but the aforementioned location seems more likely than the greater declivities lower down the stream or the shallower portions higher up.

The next year, 1741, found the Goochland Court issuing a Road Order for what apparently was to be the final segment of the Three Notch'd Road. This was a road from the Secretary's Ford on the Rivanna River (near the old woolen mill adjacent to I-64 on the east side of Charlottesville) to the D.S. Tree in Michael Wood's road (the road east from Wood's Gap to Ivy). According to Edgar Woods' *History of Albemarle County, Virginia* the D. S. Tree had, carved on it, the initials of Davis Stockdon, an early patentee of land near the present Ivy.

The records of Orange County 1743-1745 were examined for any mention of the Three Notch'd Road in the Valley area since Augusta County was administered by Orange County Court from 1738 to 1745. The first Augusta County Order Book was also examined without finding any mention of this name. However, several citations in Orange County records in 1738 and 1739 dealt with a road from "Beverley Mannor" (present Staunton) across the Blue Ridge into Goochland County (now Albemarle). Since the road through Rockfish Gap seems to have been opened about 1745, it would appear that these citations refer to the road through Wood's (now Jarman's) Gap which would later become part of the famous Three Notch'd Road. This Augusta road is shown as a part of the Three Notch'd Road on the folding map in the enclosed pocket since it seems the obvious route for a continuation of the road from east of the mountains. It also runs from North Mountain to the Blue Ridge as the 1739 order specifies, and appears to be an eighteenth century road. Still, this portion was nowhere referred to as the Three Notch'd Road.

Thus, it would appear that there was a road open from Richmond through the Blue Ridge along the route of the Three Notch'd Road by 1742 or so. This approximation is used since it is evident from the reiteration of road orders that they were often not executed at all or else in a laggardly or negligent manner so as to produce only a crude path instead of a road. Sometimes a route was cut or opened more than once before a satisfactory road was produced.

Whatever the exact date for the creation of an acceptable road along this route the name Three Notch'd (and later Three Chopt or Chopped) seems to have first been applied to this Mountain Road in the spring of 1743 Old Style in the previously cited Louisa County Ordinary License. Eleven days later on 23 March 1743 Old Style it first appears under this name in a Goochland County Road Order. A month and a half later, on 15 May 1744 Old Style, the term was used in a Goochland Grand Jury Presentment against "Charles Allin" the "Surveyor of the three notch'd road from N. 40 to 46 for not Clearing the road ". This was probably the same Charles Allen previously granted the Ordinary License in Louisa County Court. The Road was the boundary between Goochland and Louisa, and Allen doubtless owned property on both sides of it. The next reference occurs a month later, in June, and this time the road is referred to as "the three Chopt road". From the time Albemarle County Road Orders begin the next spring on 28 March 1745 Old Style this road was regularly referred to as the Three Notch'd Road. From the citations in Appendix A and Appendix B, it seems clear that this was the preferred original name, rather than Three Chopt.

From the foregoing it seems clear that this Mountain Road was marked about 1742 or 1743 (O. S.) along its length from Richmond to the Valley with three notches on trees at periodic intervals. It evidently already had mile markers running from west to east since No. 12 was located near the present Shadwell and Nos. 36 and 40 were near Goochland Court House. These mile markers may have later borne the "three notches" also, though it seems doubtful they were anything more than suitably inscribed trees since the "twelve mile tree" is named in one order. These numbers or markers were placed on the Mountain Road some years before it became the Three Notch'd Road, evidence of them first appearing in a Goochland Road Order of 17 May 1737 O.S. appointing Benjamin Wheeler surveyor of "part of the Mountain Road on the North side of James [Rivanna] River beginning at Number Twelve and ending at Number Thirty." Peter Jefferson, a previous surveyor of this road, probably made the measurements and marked or erected these. The fact that only the Mountain Road (later Three Notch'd) had mile markers seems significant of its status as a main east-west and west-east route. It seems likely that these markers were measured from the D.S. Tree near Ivy, which is approximately twelve miles from the present Shadwell.

Since the word "notch" is a synonym for "gap," it is possible that the "three notches" may have referred to the three gaps accessible from this road, but this is purely conjectural as the main road down the Valley was originally marked with "two Knotches and a cross." The occurrence of the name Three Notch'd Road as early as 1743 would seem to effectually squelch the tradition that the three notches referred to George III since he did not become king until 1760.

There is no mention of the erection of the mile markers or the later "three notches" in the road orders and one ultimately suspects that this may have been the work of the colonial government. No proof of this has yet been found. The first legislative enactment in *Hening's Statutes* concerning roads in this area occurs only in 1748 and is an appropriation for £100 for the improvement of the roads through Wood's and Swift Run Gaps. Swem's *Virginia Historical Index*

lists no citations at all for Three Notch'd or Three Chopt Road. Nevertheless, Lieutenant-Governor William Gooch was a military man who was oriented toward western development and later research may reveal some link between the Three Notch'd Road and the colonial government.

Albemarle County Order Books from 1748 to 1783 are lost and it is difficult to speak with any degree of accuracy concerning the road during this period although advertisements in the *Virginia Gazette* indicate Three Notch'd Road was still the preferred name. With the resumption of record coverage in 1783 the Three Notch'd Road appears to remain in the same course it previously occupied. There are some indications of short segments near Milton being relocated about 1800. Research in Albemarle County Road Orders has thus far progressed only to 1816.

Cartographic evidence for the eighteenth century is meager, with the Three Notch'd Road first appearing on a map by William Faden in the 1787 edition of Banastre Tarleton's *History of the Campaign of 1779-1781 in the Southern Province of North America*. Early nineteenth century maps indicate it still following the course described in the road orders. This can first be followed with any considerable detail on the maps drawn by Confederate engineers for the counties through which it ran. Using these maps and current county road maps prepared by the Virginia Department of Highways and Transportation, the course of this road was charted by Nathaniel Mason Pawlett. Rather surprisingly, it was found that almost the full length of the Three Notch'd Road from Richmond to the Blue Ridge is still in service as secondary roads as shown on the enclosed folding map at the back of this report. The construction of Route 250 during the 1930's was essentially a straightening of the Three Notch'd Road and the recent Interstate 64 follows basically the same route and, in fact, enters Charlottesville much nearer to Secretary's Ford on the Three Notch'd Road than does the older Route 250.

Using the aforementioned specially prepared map, a reconnaissance of the road was undertaken by Nathaniel Mason Pawlett and David Poche of the Virginia Highway and Transportation Research Council. Earlier research by Howard H. Newlon, Jr. had located the portion of the road near Limestone Creek. Messrs. Pawlett and Poche found the present roads on this route still on or adjacent to the old course of the Three Notch'd Road. Where the road had been slightly relocated, the original trace was usually quite clear as it ran a few feet away. With the route running along the watershed, erosion was minimal and only a few deep cuts were discovered at the infrequent crossings of streams. Buildings along the road that appeared to date from the eighteenth and nineteenth centuries were noted and photographed. A number of these buildings as well as some typical sections of road are illustrated by the photographs following the appendix. These are keyed to numbered locations on the folding map.

These buildings which once served the commercial and social needs of a bustling transportation route now have found adaptive uses or stand abandoned in a variety of contexts along various secondary routes. A few, notably churches, have probably continued in their original uses

throughout most of our country's two-hundred-year history. Viewing these buildings as isolated entities, one is inclined to overlook the fact that it was the Three Notch'd Road which served as the thread tying them together.

The Three Notch'd Road offers an opportunity to study engineering and architectural features associated with an important route that for more than two hundred years has furnished a connection between the commercial and political center provided by the capital city of Richmond and the fertile agricultural areas of the Shenandoah Valley. It is hoped that this preliminary effort to identify the route and to establish its history will serve as a basis for more definitive studies of its evolution, architecture and contribution to our transportation and political heritage.(1) Such studies might suggest ways by which its identity, now lost because of its fragmented character, might be reestablished and continued in some productive way.

(1) During the Spring of 1976, buildings along a portion of the route will be studied as part of a course in the University of Virginia School of Architecture under the direction of Professor K. E. Lay.

APPENDIX A

The following is a preliminary listing of Road Orders relating to the Three Notch'd Road, or Mountain or Mountain Ridge Road as it was earlier called, found in the County Court Order Books of Goochland, Orange, Louisa and Albemarle Counties 1728-1748.

19 June 1733 O.S., p. 197, Goochland County Order Book 3

Road to be cleared.

Ordered that a road be cleared from the Mountains down the ridge between the North River & Pamunkey River the most convenient way Robert Adams is appointed Surveyor thereof and the adjacent inhabitants to clear it./.

Nov. 20, 1733 O.S., p. 219, Goochland County Order Book 3

Surveyor of the road

Henry Runnalls is appointed Surveyor of the Road from the Mountains down the Country on the North side of the Northanna to meet Saunder's Road./.

21 May 1734 O.S., p. 253, Goochland County Order Book 3

Grand Jury's Presentments

...Surveyor of the. Road from the Mountains to the head of Licking hole for not keeping the roads in repair.

21 May 1734 O.S., p. 254, Goochland County Order Book 3

Surveyor of the road.

Peter Jefferson is appointed Surveyor of the Road from the Mountains to Licking hole Creek in the room of Henry Runnalls./.

21 Jan. 1734 O.S., p. 314, Goochland County Order Book 1

Surveyor of the Road.

Ordered that the same titheables appointed by the Vestry and the titheables on the South side of the North River above Barringer's be the Gang to work on the Road of which Peter Jefferson is Surveyor./.

21 Sept. 1736 O.S., p. 121, Goochland County Order Book 4

Surveyor of the road.

Charles Lynch is appointed Surveyor of the mountain road in the room of Peter Jefferson.

17 May 1737 O.S., p. 139, Goochland County Order Book 4

Road to be Cleared

Benjamin Wheeler is appointed Surveyor of part of the Mountain Road on the North side of James River beginning at Number Twelve and ending at Number Thirty.

17 May 1737 O.S., p. 139, Goochland County Order Book 4

Road to be Clear'd

On the motion of Michael Wood leave is granted him to Clear a road from the Blew Ledge of Mountains down to Ivy Creek.

19 July 1737 O.S., p. 184, Goochland County Order Book 4

Surveyor of Road.

William Haris is appointed Surveyor of the Mountain road from Number forty to forty-six.

16 May 1738 O.S., p. 291, Goochland County Order Book 4

Surveyor of Road.

John Wright is appointed Surveyor of the Road from a little below Number thirty six to his house.

16 May 1738 O.S., p. 294, Goochland County Order Book 4

Surveyors of Road.

Andrew Moreman is appointed Surveyor of the Mountain Road in the room of Charles Lynch, Benjamin Wheeler from Number twelve to Number twenty-two and John Woody from Number twenty-two to Number thirty.

20 Feb. 1738 O.S., p. 372, Goochland County Order Book 4

Road to be Cleared.

Ordered that the Titheables of John Anthony, ffras. Baker, Abraham Venable William Henderson, Rob^t. Kent, The^o. Hanks and Thomas Baily do Clear the Mountain Road from Number twenty two to number twenty six of which John Woody is Surveyor.

That the titheables of Mr. Smith, John Moss, Charles Massie, Will^m. Atkinson Jun^r. John Walker on the Bird do Clear from number twenty six to number thirty of which Will^m. Martin is Surveyor.

That all the Titheables on the North side the North River below Carrols Creek and below Bamboo Creek on the South side do Clear from number twelve to number twenty-two of which Benj^a. Wheeler is Surveyor.

22 February 1738 O.S., p. 420. Orange County Order Book 1, 1734-39

On the petitions of John Lewis and others Inhabitants of Beverley Mannour Its ordered that Robert Poge George Hutchingson and David Davis or any two of them mark and lay of a road from Jqhn Tremble's or thereabouts by or nigh George Robinsons to the topp of the blue ridge & make return of their proceedings to ye next Court

15 May 1739 O.S., p. 403, Goochland County Order Book 4

Bridge to be Built.

Henry Wood, Peter Jefferson & Charles Lynch Gent. are Appointed to view the Creek and Report the most Convenient place Over My chunk to build a bridge and the value thereof to the next Court.

24 May 1739 O.S., p. 463, Orange County Order Book 1,1734-1739

The order for laying off a road petitioned for by John Lewis Gent & others Inhabitants of Beverley Manner is continued untill ye next Court to be returned.

28 June 1739 O.S., p. 3, Orange County Order Book 2, 1739-1741

Return of a road laid of from Beverley to ye bounds of Goochland County laid by Poage &. ("Rock fish Gap---NO!" Later marginal notation in pencil)

John Poage, David Davis and George Hutchison having according to an Order of Court viewed and laid off a road from Beverley Mannor and made return of their proceedings to Court its ordered that the said road be cleared according to Report made by the said Viewers as Viz^t That the said road be cleared from John Youngs at the North Mountain to the Top of the blue ridge to the bounds of Goochland County

17 June 1740 O.S.. p. 490. Goochland County Order Book 4

Mychunk Bridge.

Workmen are Appointed to appear at the next Court to undertake the Building a Bridge over Mychunk Creek.

15 July 1740 O.S., p. 495. Goochland County Order Book 4

Bridge to be built

The Court agree with ffrans James to Build a bridge over Mychunk Creek for Twenty pounds Curr^t. money. and to be discharg'd from keeping the same in Repair on the Delivery thereof.

15 Sept. 1741 O.S., p. 3. Goochland County Order Book 5

Road to be Clear'd

On the Petition of David Lewis, George Taylor, William Hargis, Samuel Stiles, James ffidler, Hugh ffrazier, Howard Cash, James Treland, David Lewis, Jun^r., Cha^s. Caffry David Rees, William Lewis, Abraham Slaten, & William Williams, leave is granted them to Clear a road from the Secretarys fford to the D.S. tree. And that the Petitioners be exempt from working on any other road.

On the Petition of Michael Woods, John Woods, William Woods, Archibald Woods, Michael Woods Jun^r., William Wallace, Dennis Doyle, John Jemison Sam. Jemison, Henry Baily, Andrew Wallace, Andrew M^cWilliams, Robert M^cNeely, James Henderson & James Kinkead leave is given them to Clear a road from the D.S. tree to Michael Woods And that the Petitioners be exemp from working on any other road.

15 Sept. 1741 O.S., p. 6, Goochland County Order Book 5

Road to be Clear'd

Ordered that leave be given John Henry to Clear a Bridle road from Mountain road to Barrengers on the Rivanna.

16 March 1741 O.S., p. 26, Goochland County Order Book 5

Road to be Cleared.

Ordered that a Road be Cleared the most Conveinent and best away from Lickinghold Chapple into the Mountain road between Number thirty and thirty two.

21 July 1742 O.S., p. 101, Goochland County Order Book 5

Road to be Cleard

On the motion of Tucker Woodson leave is granted him to Clear a road from his fferry into the Mountain road.

21 Sept. 1742 O.S., p. 111, Goochland County Order Book 5

Surveyor of Road.

Ordered that Thomas Martin be Surveyor of the road from Martin Kings to the Mountain ridge road all the Titheables between the two roads as high as Robert Adams's and as low as William Witts are appointed his gang to Clear the same.

Peter Jefferson Gent. is appointed Surveyor of the road in the room of Benjamin Wheeler.

Charles Lynch Gent. is appointed Surveyor of the road in the room of Edwin Hickman.

22 June 1743 O.S., p. 266, Goochland County Order Book 5

Surveyor of Road.

Nath^l. Graves is Appointed Surveyor of the Road in the room of Cha^s. Lynch Gent

20 Sept. 1743 O.S., p. 274, Goochland County Order Book 5

Surveyor of Roads

David Lewis is Appointed Surveyor of the Road from the D.S. Tree down to Moors Creek and into the Secretarys Road and that the Tithables near the said road do clear the same.

18 Oct. 1743 O.S., p. 294, Goochland County Order Book 5

Surveyor of Road.

Thomas Harbour is Appointed Surveyor of the Road from Barringers Creek to the Mountain Road.

20 Dec. 1743 O.S., p. 328, Goochland County Order Book 5

Road to be Clear'd.

Ordered that a Road be Cleard from Lickinghole Chapple into the Mountain Road and that Thomas Sanders be Surveyor thereof.

12 March 1743 O.S., p. 98, Louisa County Order Book 1

On the Petition of Charles Allen for a License to keep an Ordinary at his house on the Three notch road in this County and he offering Thomas Paulett for his Security whom the Court doth approve order him Granted him for the said License to continue and be of force for one year only from the date of this order,

23 March 1743 O.S., p. 370, Goochland County Order Book 5

Surveyor of Road.

John Holland is Appointed Surveyor of the road in the three notchd road to the Chapple.

15 May 1744 O.S., p. 386, Goochland County Order Book 5

Grand jury Sworn.

...We Present Charles Allin for not Clearing the road he is Surveyor of the three notch'd road from N° 40 to 46. We Present the Surveyor of the road from John Mossoms to the Head of Dutoys branch for not Clearing the said Road by the Information of Silvanus Maxey. We Present the Surveyor of the road from Jacob Michaux's to Bates's house for not Clearing the said Road. We Present the Surveyor of the Road from John Mossom to Lettalone for not Clearing the same...

16 May 1744 O.S., p. 395, Goochland County Order Book 5

Surveyor of Road.

Edwin Hickman Gent. is Appointed Surveyor of the Road from My Chunk Creek to the Secretarys fford.

19 June 1744 O.S., p. 425, Goochland County Order Book 5

Road to be Cleard.

Ordered that the Male labouring Titheables belonging to the under mentioned persons do assist in Opening & clearing the Road for the first time from the three Chopt road to the Church of which John Hollow is Appointed Overseer Viz^t. Tho. Cauthon Overseer for Michael Holland Pouncy Anderson James Graves Overseer for John Smith Tho^s. Sanders James ffarguson Philip Hoggatt ffra^s. Kerby Henry Wood Henry Martin Henry Atkins William Dudgins Mich^l. Holland Jun^r. John Sandland Benjamin Henson John Kid William Gardner Edm^d. Hodges Edward Houchins John Houchins James Alford Cap^t. Holland Henry Parish & John Witt.

28 March 1745 O.S., p. 4, Albemarle County Order Book 1

Road./.

Ordered that John Henderson be Summoned to Appear at next Court to Shew cause if any he hath why a road Cleared through the Land of the said Henderson, from the Three Notched Road and so to Hardway River./.

28 March 1745 O.S., p. 5, Albemarle County Order Book 1

Road./.

James Defoe is Appointed Surveyor of the highway from Number 12: to Number 18. and the Male Tithables that formerly belonged to the said Road are Ordered to Assist the said Defoe in clearing the same

28 March 1745 O.S., p. 5, Albemarle County Order Book 1

Road./.

John Woody is Appointed Surveyor of the High way from Number 18 to the County Line on the three Notched Road. and the male Tithables that formerly belonged to the said Road are ordered to Assist the said said Woody in clearing the same

28 March 1745 O.S., p. 5, Albemarle County Order Book 1

Road./.

Charles Lynch Gent: is Appointed Surveyor of the High Way from the late Secretary's foard to Number 12., and Likewise of the road to the said Lynches ferry: and the same male Tithables that formerly worked under the said Lynch, are ordered to Clear both roads./.

25 April 1745 O.S., p. 10, Albemarle County Order Book 1

Pet. for Road./.

On the Petition of Benjamin Wheeler and others, for Road (from the said Wheeler's into the four Chopt Road; to Wood's Gapp) leave is granted them to clear a road According to the said Petition./.

27 June 1745 O.S., p. 23, Albemarle County Order Book 1

Road./.

Andrew Wallace is Appointed Surveyor of the High way from D. S. to Mitchams River. and Archibald Woods, Jeremiah Marris, William Shaw, Robert Mannely, John Dickey Williw Wallace Mirlock McDowell Micah Woods jun: Micah McDowell Anthony Osbrook John Lawson John Cowan William Little and Robert Anderson Are Ordered to Assist the said Wallace in clearing the same./.

27 June 1745 O.S., p. 24, Albemarle County Order Book 1

Road./.

Ordered that A Road. be Cleared from the place Martin Kings Road come into the Three Notched Road. by Ellis Hues'// to the County Line. towards Louisa Court House, that the Surveyor, and Hands, belonging to Martin Kings Road, o Clear the same./.

25 July 1745 O.S., p. 34, Albemarle County Order Book 1

Road./.

Ordered that a Road be Cleared from the ffoard on the Mitchams River to Michael Woods Gapp. on the Blue Mountains. and that the Inhabitants above Mitchams River that are not allready Appointed do Clear the same./.

23 Aug. 1745 O.S., p. 60, Albemarle County Order Book 1

Road./.

William Woods is Appointed Surveyor of the Road from the Foard on Mitchams River to Michael Woods's Gapp on the Blue Mountains. and the Inhabitants above Mitchams River not already Appointed on Other Roads are Ordered to Assist the said Woods in Clearing the Same

23 Aug. 1745 O.S., p. 60, Albemarle County Order Book 1

Road./.

On the motion of Charles Lynch Gent: Mathew Graves is Appointed Surveyor in the room of the said Lynch of the Road from the Secretary's Foard to twelve Mile tree And the Gang fformerly Appointed to Work under the said Lynch are Order'd to Assist the said Graves in Clearing the same.

23 Jan. 1745 O.S., p. 92, Albemarle County Order Book 1

Road.

Ordered that Henry Burras Overseer George Tayler and John Heard or any two of them do View the Road from the 3 notch'd road to Rooks's Foard, from thence the best way a Cross Buck Island Creek to Martin King's and John Anthony's Roads (according to the Petition of Tho. Bibb & Tho. Walker and that they report their Oppinion thereof to Next Court./.

27 March 1746 O.S., p. 102, Albemarle County Order Book 1

Road & c

Ordered that the Road from Three Notched Road to Rooks y Foard that was flormerly Viewed by Order of this Court be a Public Road, and that the hands belonging to the late Secretary below the Mountains do Clear the same Thomas Bibb Overseer.

16 August 1746 O.S., p. 164, Albemarle County Order Book 1

Road

Charles Lynch and Edwin Hickman Gent. are Ordered to View the Road to the Secretarys foard on the North River and that they Order the same to be turned as they think Proper.

12 March 1746 O.S., p. 235, Albemarle County Order Book 1

Road.

Fransis Baker is hereby Appointed Surveyor of the Mount Road from Number Twelve to the County Line. The former Gang. & c

12 Nov. 1747 O.S., p. 314, Albemarle County Order Book 1

Road./.

Ordered that John Sorrell be Overseer of the Three Notched Road from N° 12 in the Room of James Difir and that he have the same hands./.

9 June 1748 O.S., p. 372, Albemarle County Order Book 1

Road./.

On the Motion of Giles Aligree It is Ordered the Road Over MeChunk Creek by his House be turned the old way. & c

APPENDIX B

The following is a preliminary listing of citations relating to the Three Notch'd Road, found in the various *Virginia Gazette's* published in Williamsburg during the eighteenth century.

Purdie & Dixon, *Virginia Gazette*, 12 December 1755 Page 3

...Three notched mountain road...

Purdie & Dixon, *Virginia Gazette*, May 1768 Page 3

.....
Also a plantation in Albemarle county, where George Robinson formerly kept store, containing 400 acres, on which is a good dwelling house, a very good store and counting house, and other out-houses, it lies upon the main Three Notched road, and is very conveniently situated for store or ordinary. For terms apply to the subscriber, in Petersburg.

Edward Stabler.

Purdie & Dixon, *Virginia Gazette*, 3 March 1768 Page 3

To be SOLD at Goochland Court-house, on Tuesday the 15th of this instant (March) by virtue of a deed of trust from Gideon Moss to Thomas Yuille, merchant in Halifax, dated the 19th of December last,

The following Lands, Slaves, & c. viz. Four hundred acres of unimproved land, lying in Goochland county, on the branches of the Byrd and Fork creeks, and upon both sides of the three chopt road.....

DAVID ROSS.

Purdie & Dixon, *Virginia Gazette*, 26 January 1769 Page 3

To be SOLD, at Goochland courthouse, on Monday the 20 of February next,

.....
100 acres of wood land near the Three Notcht road, the property of Capt. Meredith Price.....

DAVID ROSS.

Rind, *Virginia Gazette*, 2 February 1769 Page 3

(Repetition of previous advertisement)

Purdie & Dixon, *Virginia Gazette*, 12 August 1773 Page 3

To be SOLD, Separately or Together,.....
The other Tract lies in Goochland County, on Licking hole Creek, near the Three Notched Road,
and contains 700 Acres.

.....
WILLIAM PRYOR

Purdie & Dixon, *Virginia Gazette*, 25 November 1773 Page 3.

(Repetition of aforesaid advertisement)

Purdie & Dixon, *Virginia Gazette*, 4 August 1774 Page 2

LOST in the Night of the 18th of July, between Westham and Hardin's Ordinary, on the Three Notched
Roads,.....

.....
ROBERT DOUGLASS, Junior.

Purdie, *Virginia Gazette*, 4 July 1777 Page 3

To be SOLD for ready money.
A TRACT of Land in Goochland county, on both sides the Three Chopt road, about a mile above
Payne's ordinary and on the waters of Fork creek,.....

.....
JOLLY PARISH.

Purdie, *Virginia Gazette*, 21. November 1777 Page 2

LOST on the way from Richmond town to Mr. William Atkinson's in Goochland county, Three
Notched road

.....
JOSEPH OGLESBY.

Purdie, *Virginia Gazette*, 21 August 1778 Page 4

.....
and on both sides the Three Notched Road, about a mile above Payne's ordinary

.....
JOLLEY PARRISH.



Figure 1. Three Notch'd Road Near Short Pump.



Figure 2. Woodlawn, the Leake house, Goochland County.



Figure 3. Cutbanks in Eastern Goochland County.



Figure 4. "Old Tavern House" at Gum Spring.



Figure 5. Providence Church Near Gum Spring.



Figure 6. A Portion of Typical Roadbed.



Figure 7. Three Notch'd Road Descending to Lickinghole Creek.



Figure 8. The Tavern at Hadensville.



Figure 9. Descent to Mechunk Creek.

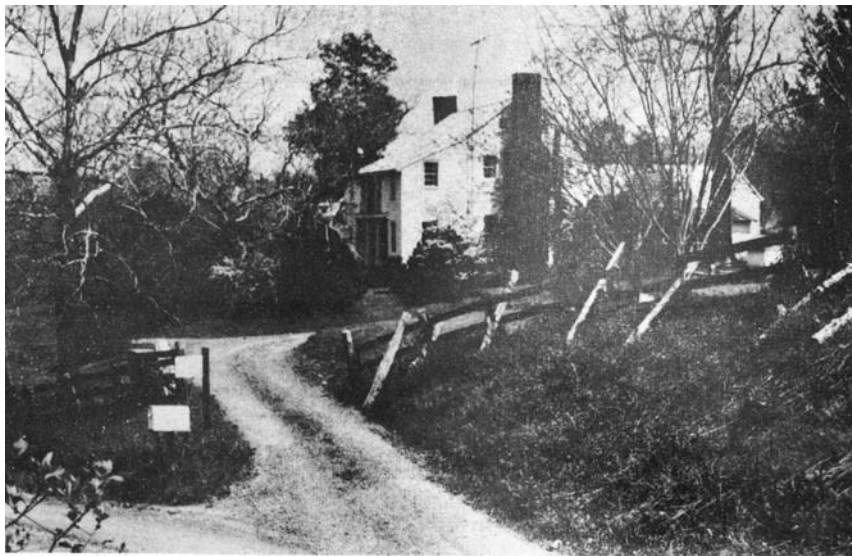


Figure 10. Allegre's Tavern on Mechunk Creek.



Figure 11. Intersection with the State Road at Boyd's Tavern.



Figure 12. Trace at Jefferson's Lime Kiln on Limestone Creek.



Figure 13. Intersection with the Old Fredericksburg Road Near Shadwell.



Figure 14. "1740 House," an Old Tavern Near the Site of the D. S. Tree.



Figure 15. Three Notch'd Road Ascending the Blue Ridge.

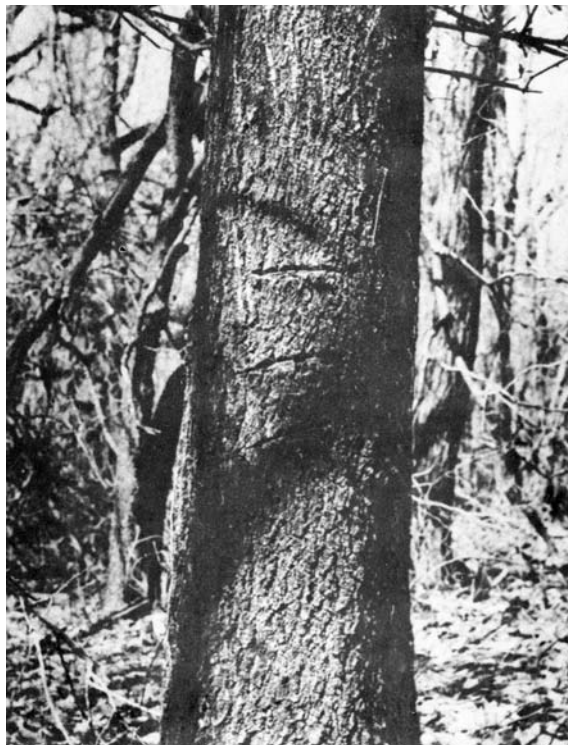


Figure 16. A Recent Set of Three Notches at the Intersection with the Appalachian Trail.