

The Streets
of
Winchester, Virginia:
*The Origin and Significance of
Their Names*

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BY
GARLAND R. QUARLES

THE STREETS OF WINCHESTER, VIRGINIA

It is difficult to understand the history of old Winchester without some knowledge of the steps in the early development of the streets of the town. When we speak of "old Winchester", we are confining ourselves to that part of the city which was laid off prior to 1760. Roughly, it includes the area between Fairfax Lane on the north and Whitlock Avenue on the south, and between East Lane on the east and Stewart Street on the west. By 1760 all of this area had been laid off into lots of approximately one-half acre in size. In addition to these half-acre lots, there were north of Fairfax Lane and east of East Lane eighty outlots having areas of approximately five acres each. These outlots, as the name implies, were outside the town limits.

There were four steps in the process of developing the streets of old Winchester: the first in 1744, the second in 1752, the third in 1758, and the fourth in 1759.

STEP ONE — 1744

Although we can find no record of it, we have James Wood's own word and strong corroborative evidence to show that around the year 1735 he secured a grant from the Governor and Council of Virginia for a tract of approximately 1300 acres on the branches of the Opequon Creek. This grant included a substantial part of the area now occupied by the City of Winchester.

On March 9, 1744 James Wood, Clerk of the Court of the newly-formed Frederick County, asked the permission of the Justices of the County to dedicate a certain number of lots to be "laid off from the tract of land on which he now dwells at Opeckon". The Justices approved this request. Colonel Wood laid off a total of twenty-six numbered lots and four unnumbered lots. Twenty-two of the twenty-six numbered lots were conveyed to the Justices of the County with the understanding that "they or their assigns, shall within two years of the day of the sale of the said lots, build or cause to be built on each lot one house either framed work or squared logs, dovetailed, at least of the dimensions of 20 ft. by 16 ft. The other four numbered lots were reserved by Col. Wood for his own use. The four unnumbered lots were reserved for public purposes, and on them were ultimately built the

court house, the jail, the market house and the chapel of the established Church. The plat of the development called for two streets "running through the said lots of the breadth of thirty-three feet". The plan for the town was placed in the hands of Morgan Morgan, Marquis Calmes, and William McMachen, three of the Justices.

At the time of this agreement it is clear that the Justices were in some doubt as to the validity of the title which Col. Wood held to the property he was conveying because they required him to give them a bond for one thousand pounds to indemnify them against damage or loss in the transaction. Although Lord Fairfax had not at that time asserted his claim that the Governor and Council of Virginia had no right to make grants of land within his proprietary, the Justices were undoubtedly aware of the fact that he would make such an assertion; and they wanted to be freed from incurring the disfavor of the proprietor.

The two streets referred to in the plat of Col. Wood, later became known as Boscawen and Loudoun Streets, though in the beginning these names were not assigned to them. Loudoun Street was no doubt called "the great road". The names Boscawen and Loudoun do not appear until 1758.

As we have already indicated, the first name for the settlement was Opequon. From 1744 to 1752 it was called Frederick Town.

The first twenty-six lots laid off in 1744, together with the four public lots, appear on the diagram which follows. They extended on both sides of present-day Loudoun Street from 119 feet south of present-day Piccadilly Street to present-day Cork Street, and on the west side of present-day Cameron Street from 119 feet south of present-day Piccadilly Street to present-day Rouss Avenue.

STEP TWO — 1752

The second step in the development of old Winchester came in 1752. By that time James Wood had reached an agreement with Lord Fairfax concerning the title to his land and later received an official patent from the Proprietor. By this time, also according to the preamble of the act for establishing the town in 1752, many of the original twenty-six lots laid off in 1744 had been purchased and buildings erected on them. Therefore, in 1752 Lord Fairfax and James Wood joined forces in an effort to establish a town. In February of 1752 the Virginia House of Burgesses passed an act complying with

STEP ONE — DEVELOPMENT OF OLD WINCHESTER — 1744

PRESENT-DAY PICCADILLY ST.

1		22	23
2		21	24
3		20	25
4		19	26
5			
6			

LOUDOUN ST.

PRESENT-DAY CAMERON ST.

PRESENT-DAY BOSCAWEN ST.

7		18
8		17
9		16
10		15
11		14
12		13

PRESENT-DAY

PRESENT-DAY CORK ST.

their wishes. At that time the name of Winchester was officially adopted.

The town as established in 1752 consisted of eighty half-acre inlots and eighty five-acre outlots. Starting with the twenty-six lots laid off by Col. Wood in 1744, they laid off eighteen additional lots on James Wood's land, numbered on the accompanying diagram from 27 to 44, inclusive. Then Lord Fairfax laid off thirty-six additional lots on his land, numbered 45 to 80, inclusive. Lord Fairfax also laid off on his land north of Fairfax Lane and east of East Lane eighty outlots of approximately five acres each. Lord Fairfax issued patents allegedly for all of the eighty inlots and eighty outlots. It was his stipulation in the patents that an inlot was to be coupled with an outlot (not necessarily of the same number) in the conveyance and that they could not be conveyed separately. It was also stipulated that neither the inlots nor the outlots could be subdivided. This inlot-outlot plan followed a continental pattern, it being assumed that the owner would use the inlot for a dwelling and the outlot for gardens or pasturage. Few of the outlots were fenced, and they became known as "the Commons", apparently used in common by all inlot owners.

Copies of the patents issued for most of these lots are to be found in the Land Office, a section of the Virginia State Library in Richmond. They appear in the Proprietors Grants in the Northern Neck of Virginia — Books H, K, L, W, and S. These patents designate lots by number only. They do not specify the metes and bounds of the lots, so that it is impossible to determine whether the streets upon which the lots are located had been named by that time. The records in the Land Office designate the owners of sixty of the eighty inlots and only fifty-one of the eighty outlots. However, the late Mr. W. W. Glass, by studying Frederick County Deed Books, was able to determine the names of most of the owners of the original twenty in-lots which do not appear in the Proprietor's Records. By using Mr. Glass's study and the records of the Land Office we are able to list as follows the owners of most of the eighty original inlots: No. 1 — James Wood; No. 2 — Robert Lemon; No. 3 — Alexander McDonald; No. 4 — James Wood; No. 5 — James Wood; No. 6 — Daniel Weitreit; No. 7 — Henry Brinker; No. 8 — William Cocks; No. 9 — Thomas Wood; No. 10 — John Hope; No. 11 — No. 12 — ; No. 13 — Isaac Parkins; No. 14 — William Cochran; No. 15 — Isaac Parkins; No. 16 — Marquis Calmes; No. 17 — Lewis Neill; No. 18 — Thomas Bryan Martin; No. 19 — John Humphreys; No. 20 — James Pilcher; No. 21 — John Jones; No. 22 — Andrew Caldwell; No. 23 — George Bruce; No. 24 — John Jones;

No. 25 — John Howard; No. 26 — James Wood; No. 27 — Thomas Bryan Martin; No. 28 — Andrew Caldwell; No. 29 — Philip Poker; No. 30 — John Hite; No. 31 — John Hite; No. 32 — Isaac Parkins; No. 33 — John Speakard; No. 34 — James Coulter; No. 35 — John Lewis Beard; No. 36 — John Ashby; No. 37 — Jacob Farris; No. 38 — James Wood; No. 39 — James Lemon; No. 40 — James Wood; No. 41 — Mercer Babb; No. 42 — Thomas Rutherford; No. 43 Henry Heath; No. 44 — John H. Greathouse; No. 45 — Capt. George Mercer; No. 46 — Daniel Stephens; No. 47 — Andrew Fretty; No. 48 — John Steward; No. 49 — Lodowick Castleman; No. 50 — Robert Rutherford; No. 51 — Lewis Stephens; No. 52 — Lewis Stephens; No. 53 — Lewis Stephens; No. 54 — John Fref; No. 55 — George Wright; No. 56 — George Shade; No. 57 — William Cochran; No. 58 — Otto Tobias; No. 59 — George Mercer; No. 60 — John Greenfield; No. 61 — Edward McGuire; No. 62 — George W. Fairfax; No. 63 — William Cochran; No. 64 — John Dowe; No. 65 — Bush; No. 66 — Bush; No. 67 — Thomas McCloun; No. 68 — Robert Craigen; No. 69 — Jesse Bratton; No. 70 — Godfrey Humbert; No. 71 — Martin Bosten; No. 72 — John Steward; No. 73 — Edward McGuire; No. 74 — John Carlyle; No. 75 — John Harrow; No. 76 — John Greenfield; No. 77 — George Washington; No. 78 — ; No. 79 — Christopher Wetsell; No. 80 — Peter Sperry.

The plat of the outlots drawn by John Baylis and on record in the Frederick County Clerk's Office shows a number of roads and lanes through these outlots. There was Bow Lane (now Beau Street), which then ran east and west approximately from present-day Smithfield Avenue to Loudoun Street. There was Common Lane, running east and west along the line of present-day North Avenue and Kern Street. Fairmont Avenue was called Mount Road, Loudoun Street was called Potomack Road, and Cameron Street was called Cumberland Road. A road is shown turning west off Fairmont Avenue near the present site of the National Fruit Product Plant known as Wappacammo Road. Fairfax Lane appears as Fairfax Road.

STEP THREE — 1758: THE JAMES WOOD ADDITION

On September 21, 1758 the Virginia House of Burgesses received a petition from James Wood "for enlarging the town of Winchester by adding 156 lots already laid off adjoining thereto". This petition was granted October 5, 1758. The plat for this "Wood's Addition" is recorded in an old survey book in the Frederick County Clerk's Office. It was made by James Wood, Jr. and bears the date of September 12, 1758.

FAIRFAX LANE

80	79	78	77	76	75	74	73	72	71	70	69
57	58	59	60	61	62	63	64	65	66	67	68

56	55	54	53	52	51	50	49	48	47	46	45
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PICCADILLY STREET

1	22	23
2	21	24
3	20	25
4	19	26
5	PUBLIC LOTS	
6	PUBLIC LOTS	

WASHINGTON STREET

BRADDOCK STREET

LOUDON STREET

CAMERON STREET

KENT STREET

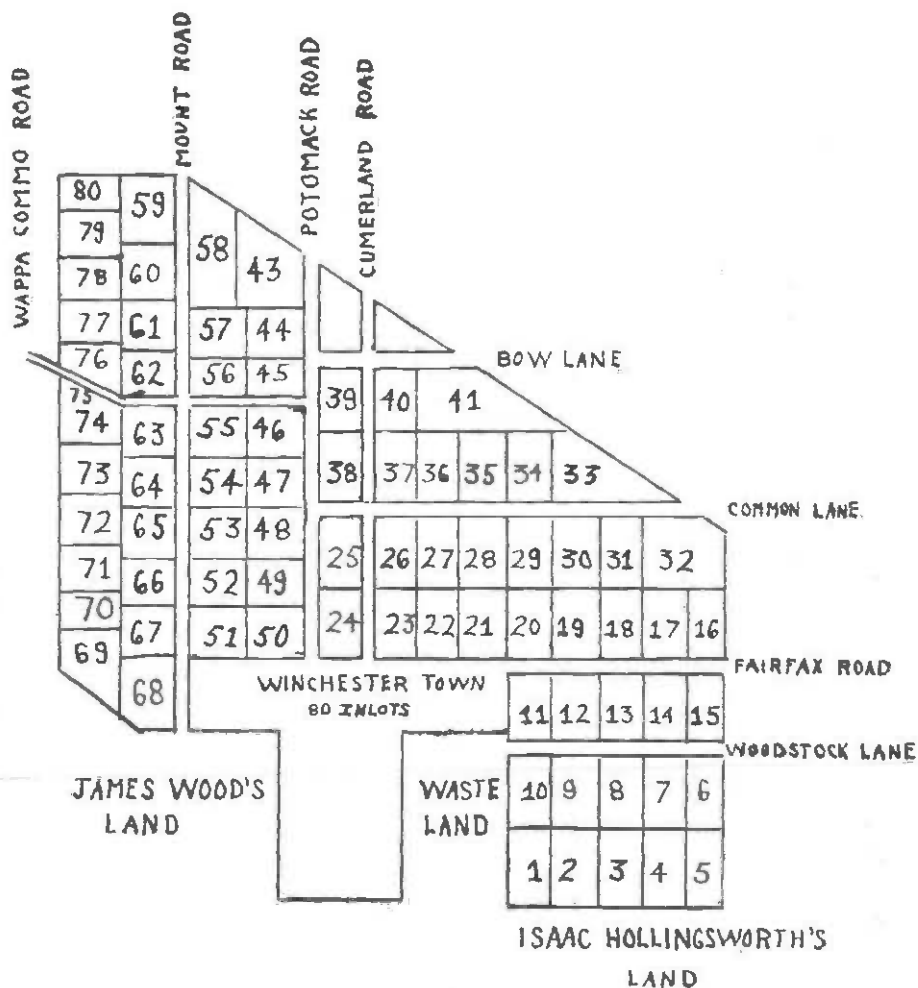
EAST LANE

BOSCAWEN STREET

7	18	27	38
8	17	28	37
9	16	29	36
10	15	30	35
11	14	31	34
12	13	32	33

CORK STREET

**STEP TWO – DEVELOPMENT OF OLD WINCHESTER
PART B 1752 – OUTLOTS**



- NOTE:**
- (1) The area marked "Winchester Town" consists of the 80 half acre Inlots shown in Step 2 – Part A.
 - (2) The area marked "James Wood's Land" is occupied by the James Wood Addition of 1758 shown in Step 3.
 - (3) The area marked "Waste Land" is occupied by the Lord Fairfax Addition of 1759 shown in Step 4.

This plat shows the names of Loudoun and Cameron Streets in the 1752 plan of the town and the names of Braddock, Washington, Stewart, Amherst, Boscawen, and Wolfe Streets in Wood's Addition. The names of the other east and west streets from Cork south to Gerrard in the addition do not appear, and it is evident had not as yet been named. As we shall show later, it is apparent that all the streets in Wood's Addition which were named at this time were selected (almost certainly by Col. Wood himself) to honor leaders in the French and Indian War.

An examination of the map which follows illustrating Step Three shows that Col. Wood chose to number his lots in tiers of six lots, each having the same number. In the deeds which he and his widow issued conveying these lots they are described by naming the streets on which they fronted as well as the lot numbers. For example, there would be a lot number 1 on the east side of Braddock Street, a lot number 1 on the west side of Braddock Street, etc. It will be noted also that the eastern boundary of the Wood Addition south of Cork Street follows a very irregular line. This is due to the fact that the line separating Col. Wood's land from the land of Lord Fairfax was the "Great Waggon Road", which, seeking the easiest grade, followed an irregular line from Cork to Gerrard Street, which was in the depression between Loudoun and Braddock Streets.

STEP FOUR — 1759: THE LORD FAIRFAX ADDITION

On March 7, 1759 the Virginia House of Burgesses received a bill for enlarging the town of Winchester at the request of Lord Fairfax. The bill was passed April 6, 1759. There was apparently some rivalry between Col. Wood and Lord Fairfax as to which could secure the earliest approval of his addition to the town. In a letter to George William Fairfax, dated September 10, 1758, Lord Fairfax says: "Mr. Bayliss has very much disappointed us in not sending down a petition for the addition to Winchester, which as Mr. Wood is doing may occasion some confusion. Hollingsworth is likewise desirous of doing the same thing, as also Mr. Cochrane". The Mr. Bayliss mentioned here was John Bayliss, a surveyor who drew the plat for the 1752 plan of the town. The Mr. Hollingsworth was Isaac Hollingsworth, who owned land southeast of the 1752 outlots.

As the accompanying maps will show, the Lord Fairfax Addition included numbered lots from 81 to 253 and lettered irregularly shaped lots from A to Z and from AA to FF. These lots were, generally

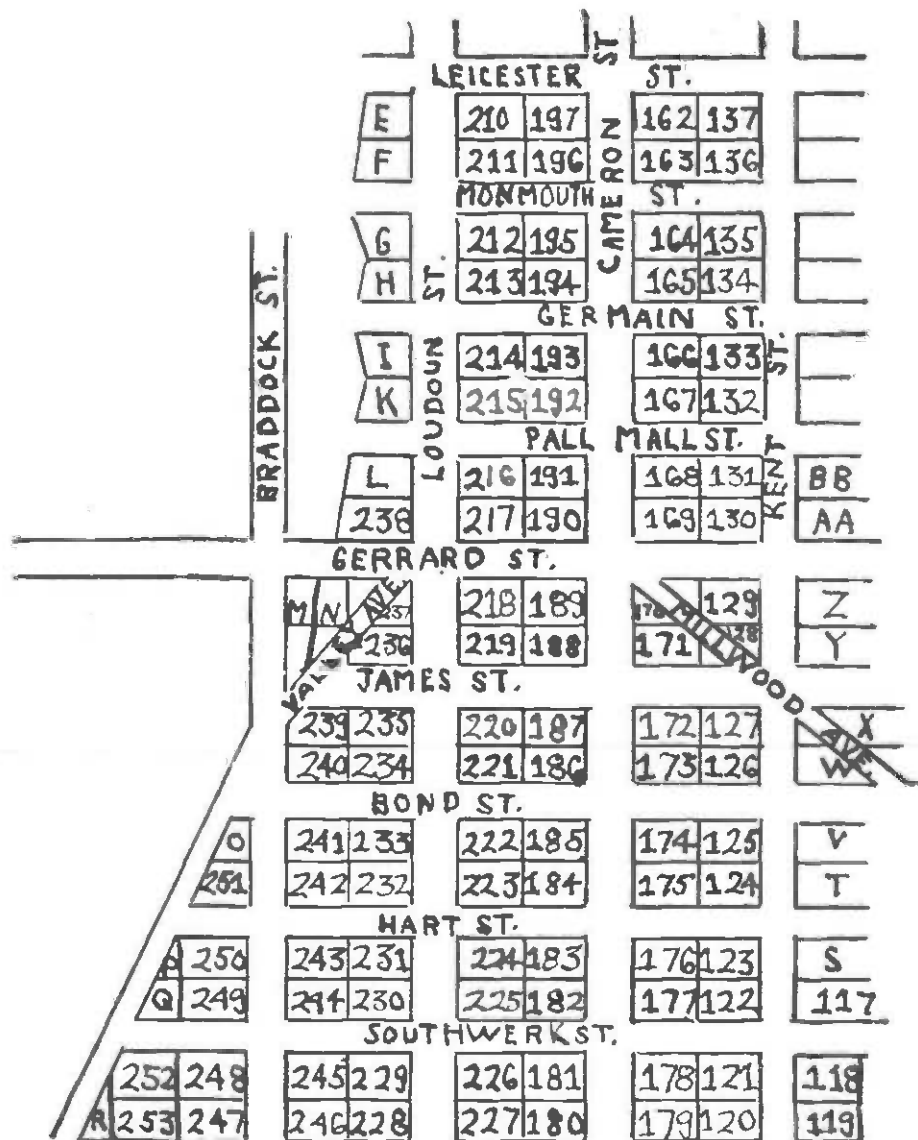
speaking, half acre lots. They covered most of the eastern and southern parts of the old town, as far south as present-day Whitlock Avenue.

We have seen previously that prior to 1759 names had been assigned to Bow Lane, Fairfax Lane, Boscawen Street, Loudoun Street, Braddock Street, Washington Street, Stewart Street, Amherst Street, and Wolfe Street. We have seen that Col. Wood did not assign names to the east and west streets in his addition from Cork to Gerrard, inclusive. It is our belief that in addition to Bow Lane, Fairfax Lane, Common Lane, Woodstock Lane, and Cameron Street, already named prior to 1759, Lord Fairfax or his agent gave the names to the following streets in 1759: Abchurch, Philpot, Warwick (Sharp), Piccadilly, Cork, Clifford, Cecil, Leicester, Monmouth, Germain, Pall Mall, Gerrard, James, Bond, Hart, Southwerk, Kent, and East Lane. The patents given for lots in the Fairfax Addition, in addition to the lot number, also give the metes and bounds of the lots, which in all cases involves the name of a street; and all of the street names listed above appear in these patents. It is also our conviction that all, or practically all, of these streets were named for squares, places, roads, or streets in the city of London. Lord Fairfax had lived for a considerable time in London prior to his coming to America, and no doubt was thoroughly familiar with the streets of that great city. At any rate, it is a fact that every one of the Winchester streets, except those named by General Wood in honor of French and Indian War leaders, has a counterpart in London.

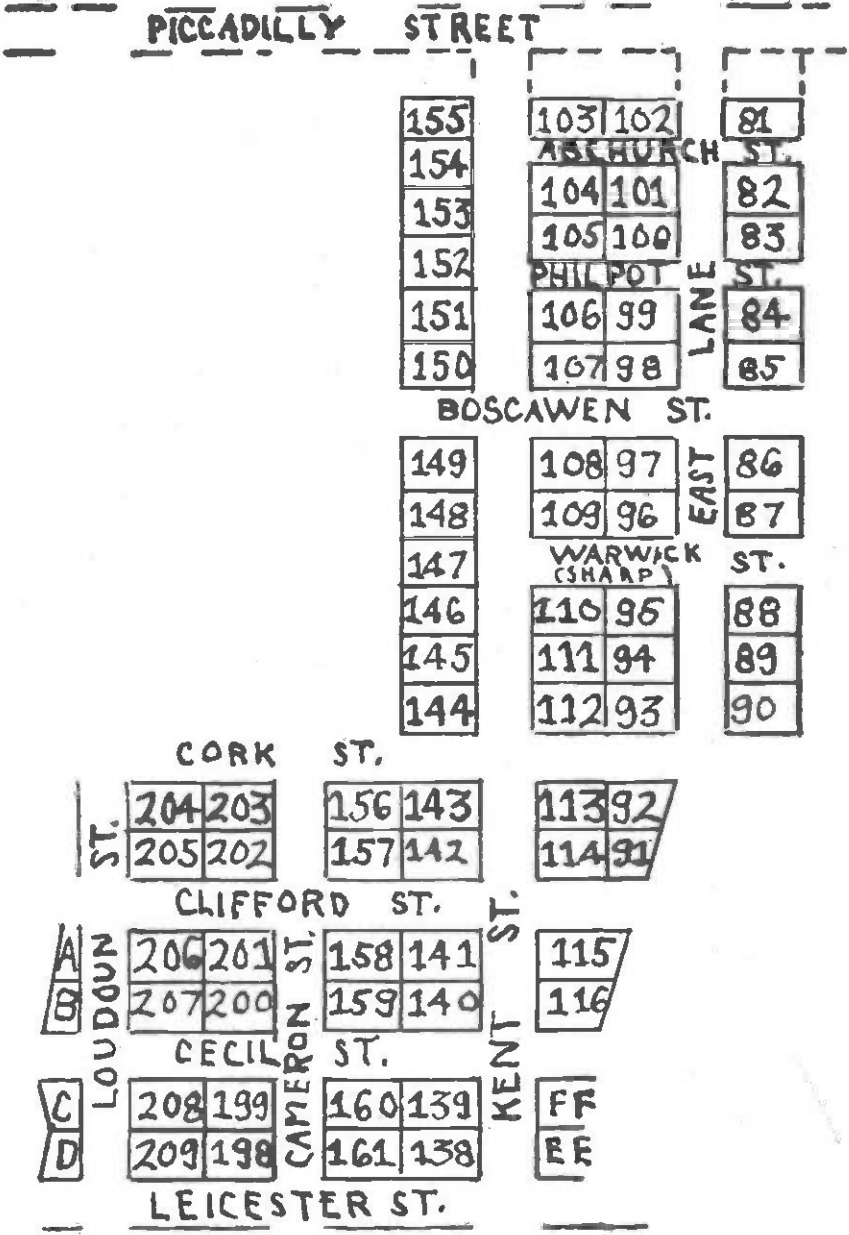
Previous explanations of the origin of the street names in Winchester have asserted that they were named for certain individuals, usually British leaders. No doubt in the ultimate this is true, but it is our belief that the fact that the names of the streets do honor individuals is secondary, and that the primary consideration was that they were named after London streets. For example, we can see no reason why Lord Fairfax in 1759 should have named a street after Lord Leicester, who died in 1588 and whose name and fame had been pretty thoroughly discredited by 1759. On the other hand, we can see good reason for him to select the name Leicester to recall a beautiful square in his native land which he knew and wished to remember.

Since 1760 there have been many other additions to the city. After the Revolution, when the regulations of the Proprietor, Lord Fairfax, were terminated, there began a general movement to subdivide not only the five-acre outlots, but also the half-acre inlots. In

STEP FOUR — DEVELOPMENT OF OLD WINCHESTER — LORD FAIRFAX
ADDITION — SOUTHERN HALF 1759



STEP FOUR — DEVELOPMENT OF OLD WINCHESTER — LORD FAIRFAX
 ADDITION — NORTHERN HALF 1759



view of the provision in the original patents that the inlot and the outlot could not be separated or sub-divided, the State Legislature at first had to approve each proposal to sub-divide on the part of Winchester lot owners. The number of such proposals became so great that the Legislature gave to the City Council the authority to approve such proposals. Finally the original regulations were completely abandoned and lot owners were free to sub-divide as they saw fit.

For the benefit of those who wish to compare the original lots with present-day land holdings the dimensions of the original inlots are given below. These dimensions apply only to the numbered inlots and not to the irregularly shaped lettered lots:

(1) The 80 inlots of 1752 had a frontage of 119 feet and a depth of 189 feet, 9 inches.

(2) The lots in the James Wood Addition of 1758 had dimensions as follows:

a — Numbers 1 to 6, inclusive — Frontage 107 feet, 4 inches;
Depth — 188 feet, 6 inches.

b — Numbers 7 to 12, inclusive — Frontage 105 feet, 2 inches;
Depth — 188 feet, 6 inches.

c — Numbers 13 to 26, inclusive — Frontage 117 feet; Depth — 188 feet, 6 inches.

(3) The lots in the Lord Fairfax Addition of 1759 had a frontage of 117 feet and a depth of 189 feet, 9 inches.

In the detailed explanations of the origin of specific street names which follow, we have included only the names which perhaps require explanation. We have omitted all streets whose names are obviously assigned: such as those having the names of trees, natural geographical characteristics, or points of the compass. We acknowledge gratefully the assistance given us by many life-long residents of the city, who have supplied us with facts concerning the streets which have been laid off since 1760.

ABCHURCH STREET

This old street no longer exists. It ran from the western end of Woodstock Lane to Kent Street, across the ground now occupied by the Virginia Woolen Mill. It was named for Abchurch Street in

London and appears in the metes and bounds of all patents for lots bordering on it when the Fairfax Addition was laid off in 1759. Since on East Lane were the sites of three churches in the early days and it was sometimes called Church Street, it is appropriate that the street leading from East Lane should be called "Ab-Church" meaning away from the Church.

ACADEMY STREET

Academy Street is a modern avenue appropriately named after a venerable institution and its successor: namely, the Winchester Academy and the Shenandoah Valley Academy. The properties of both of these schools bordered on the ground now occupied by this street. The old Winchester Academy stood not far away from the northeast corner of Academy and Clifford Streets on what was then known as "Academy Hill". It was, according to the historian Cartmell, "an imposing structure of brick and stone". During the Civil War it was so damaged by troop occupation and vandalism that it never reopened its doors. Clifford Street, which ran past its grounds, was once called Academy Lane. The Shenandoah Valley Academy began operation in 1865 in a building near the northwest corner of Stewart and Cork Streets. In 1895 Mr. R. A. Robinson of Louisville, Kentucky donated to this school 21 acres of land and a building, bordering the west side of present-day Academy Street. On this location the Shenandoah Valley Academy operated for many years, a large part of the time under the direction of Dr. Brantz M. Roszel. The school closed during the 1930's, and the buildings were torn down within recent years and their sites are now occupied by private homes.

ALLEN DRIVE

This street is named for Dr. Lewis M. Allen, prominent Winchester physician and leader in civic affairs. Dr. Allen died on May 2, 1949 at the age of 76, at which time in addition to his medical practice he was serving as President of the Farmers and Merchants National Bank. He had served as a member of the Winchester City Council and had been very active in support of the Shenandoah Apple Blossom Festival. He was born in Jefferson County, West Virginia, but lived the greater part of his life at **Clifton** in Clarke County, his ancestral home. He was graduated in medicine from the University of Maryland and did post-graduate work at Heidelberg and Vienna. His major field was obstetrics, and he developed a large practice and a distinguished reputation in that field.

AMHERST STREET

Amherst Street lies entirely on land to which James Wood secured a clear title from Lord Fairfax in 1753 and which is included in Wood's addition to the town of Winchester in 1758. The date 1758 is also the year when Lord Jeffrey Amherst was placed in command of the British expeditionary forces against the French in America, succeeding Lord Loudoun. We may then assume that in 1758 Amherst Street was named, and logically by James Wood, the owner of the 1758 addition to the town.

Lord Amherst was born in 1717. He entered the army and served in the Low Countries and in Germany. William Pitt, the British Prime Minister, gave him command of the expeditionary forces in America in 1758. He was in the attack on Louisburg in July 1758 and in 1759 captured Ticonderoga and Crown Point. In 1760 he successfully marched on Montreal and was immediately appointed Governor - General of British North America. He was less successful later in his operations against the Indians under Pontiac and was returned to England in 1763. He was created a Peer in 1776 and in 1795 became a Field Marshall. He died August 31, 1797 at "Montreal", his residence in Kent. Amherst College in New England, Amherst County in Virginia, and our own Amherst Street are named after him.

ASHBY STREET

This street was named in honor of General Turner Ashby, celebrated Confederate Cavalry leader, who in his service was intimately associated with Winchester. Ashby was born at **Rose Hill** in Fauquier County in 1824. When the War between the States began, he raised a cavalry company, and he ultimately became the commander of the cavalry forces attached to Stonewall Jackson's army in the Valley of Virginia. He participated locally in the Battle of Kernstown, and the First Battle of Winchester. He was made a Brigadier General in 1862. He was killed in heavy skirmishing south of Harrisonburg preceding the Battle of Cross Keys on June 6, 1862. His body was temporarily interred at the University of Virginia in Charlottesville, but later removed to Winchester and buried in the Stonewall Cemetery. General Ashby's brother, Captain Richard Ashby, had been killed on June 26, 1861 at Kelley's Island in the Potomac River below Cumberland in an encounter with troops of Federal General Lew Wallace; and he had been buried at Frankfort (now Fort Ashby), a village nearby. His body was also later brought to Winchester. A monument in Stonewall

Cemetery marked "The Brothers Ashby" marks the resting place of these two heroes of the Confederacy.

ATWELL AVENUE

This area was developed by Mrs. Lizzie Horsey, whose father was S. A. Atwell, and the street is named for the Atwell Family.

BAKER STREET

This street was apparently laid off at the same time Peyton Street was opened about 1832 by Wm. L. Clark. In some of the deeds to property located on this street it is referred to as a "new street laid off by Wm. L. Clark from Loudoun Street to Market Street" and is designated as "Peyton Street, sometimes called Baker". It undoubtedly got its name from the Baker family, particularly Mr. Jacob Baker, who owned land on the street and also ran a large flour mill on Cameron Street on the southeast corner of its intersection with Cameron, known for many years as Baker and Co.

BAKER - KNIGHT STREET

This street was developed by Mrs. Lizzie Horsey and was named for Mr. Josiah L. Baker, who had large real estate holdings in that area and who lived at what is now known as the Dunlap House, and his close friend Mr. Benjamin M. Knight. Mr. Baker was the grandfather of Mr. Gibson G. Baker, Winchester City Sergeant, and Mr. Knight was the grandfather of Dr. B. M. Knight.

BARR ALLEY

This street was named for Mr. Robert Barr, who for many years ran a livery stable adjoining it.

BATTLE AVENUE

This modern street is named for the third Battle of Winchester which took place on September 19, 1864 between the armies of Union General Philip H. Sheridan and Confederate General Jubal A. Early. The ground on which this avenue is laid out occupied a central position in this battle. In this battle Sheridan had a force of 40,000 men including 6400 cavalry. Early's army consisted of about 12,150 men including 2900 cavalry. Sheridan advanced on Winchester from the east approximately by way of the present Berryville road. Early put

up a spirited resistance and for a time the result of the battle was in doubt, but the superiority of Federal cavalry was the deciding factor and Early was forced to retreat. Casualties on both sides were heavy, the heaviest by far suffered in any Civil War Battle close to Winchester, amounting to approximately 4000 on each side.

BEAU (BOW) STREET

This, contrary to normal supposition, is a very old street. It appears as Bow Lane in the plat of the outlots to the town made by John Bayliss in 1752 and lies entirely in Lord Fairfax's land. The present spelling is undoubtedly incorrect. The name could have been taken from the famous church in the heart of London, St. Mary-le-Bow. The name of this church is the basis for the old saying that the Cockney dialect is spoken by all who live "in sound of Bow bells", in other words, who live in the heart of London. There is also a Bow Street in London on which is located its celebrated police court.

BERRYVILLE AVENUE

The origin of the name of this street is obvious. For many years it was known as the Berryville Turnpike. After it became a toll road, the toll house near its western terminus was located on National Avenue inside the present city limits at 356 National Avenue.

Prior to 1798 the town of Berryville was known as Battle Town. On January 15, 1798 by act of the General Assembly of Virginia the town was established and named Berryville after Benjamine Berry on whose land it was laid off.

BOND STREET

This street lies entirely within the area contained in the Lord Fairfax addition to the town in 1759. It is named after Bond Street in London, for many years the seat of the retail jewelry trade. Lord Nelson once lived at 147 Bond Street in London.

BOSCAWEN STREET

This was one of the two streets called for in the original plat of James Wood in 1744, the other being Loudoun, but the name Boscawen was not given to it until a later date, probably 1758. It is named after Edward Boscawen, Admiral in the British Navy who was born in 1711 and died in 1761. In 1755 he was made a vice-admiral and sailed for America to prey upon the French fleet which was reinforcing

the French military units. On the way he intercepted a French squadron and captured two ships of the line. He continued to operate in American waters until 1757.

For many years Boscawen Street was called Water Street because the Town Run frequently overflowed it and made it impassable. In fact, in the early days the Town Run crossed this street in two places, once near the intersection with Stewart and once near the site of Christ Episcopal Church. In the movement of 1926 to restore the original names of old streets, Water Street became Boscawen again, and that name has been used officially since that time.

BOYD AVENUE

This modern street, which was developed by the Fred L. Glaize Company, was named for Mrs. Glaize, the former Miss Katie Boyd. The Boyd family has been prominent in Winchester affairs for many years. Mrs. Glaize's father was Dr. P. W. Boyd, Sr. and her brother the beloved Winchester physician, Dr. P. W. Boyd, Jr. Her grandfather was the Rev. Andrew Hunter Holmes Boyd, a celebrated Presbyterian minister. Mrs. Glaize herself was a tireless worker for all good causes in the city.

BRADDOCK STREET

Braddock Street lies within the James Wood addition of September 12, 1758, and the survey of this addition made at the time shows the name of Braddock Street among others. The name had, therefore, been assigned at least that early. It was, of course, named after General Sir Edward Braddock, the British leader of the expeditionary force against the French during the French and Indian War.

Braddock was born in Ireland about 1695, the son of Major General Edward Braddock I, who was Scotch. He joined the famous Coldstream Guards in 1715 and served under the Prince of Orange in the Low Countries, participating in the battles of Dettingen, Culloden, Fontenoy, and Bergen-op-Zoom. On the recommendation of the Duke of Cumberland he was appointed September 24, 1754 as head of the British expeditionary forces against the French in North America, and in March, 1755 he arrived at Alexandria with two regiments of British regulars: the 44th commanded by Col. Sir Peter Halket and the 48th commanded by Colonel Lawrence Dunbar. In the battle with the French and Indians at Monongahela on July 9, 1755 Braddock was

near what is now Braddock's Run a mile or more east of Fort Necessity. The following morning he was buried in the center of the roadway. In 1823 when the road was being repaired, his bones were uncovered and reinterred in dry ground above the neighboring run, where today a monument marks the spot.

Contrary to many local legends, the major parts of Braddock's army did not pass through Winchester on its way from Alexandria to Monongahela, their closest approach to the town being the neighborhood of Clearbrook or Hopewell Meeting House. Braddock himself was in Winchester for several days. Accompanied by George Washington, who was invited to serve on his staff, he rode from Frederick, Maryland to Winchester on May 2, 1755. He appears to have left Winchester to rejoin his troops on May 7, 1755. While he was in Winchester, tradition has it that he was entertained by Lord Fairfax at an Inn on north Loudoun Street near the town run, approximately at the site of the Kurtz residence.

There is no doubt that General Braddock was a brave soldier. His defeat at Monongahela was certainly no tribute to his military sagacity, but there were many factors aside from Braddock's ability which led to that defeat. George Washington held him in high esteem; and no doubt Col. James Wood shared that feeling and honored him by giving his name to a street in his addition to the town.

Braddock Street through the years has had other names. One official record dated 1778 speaks of it as Drury Lane was undoubtedly derived from a street of the same name in London and the name Duffield Street came from a Duffield family which owned property on Braddock Street notably the property now occupied by the McGuire residence.

BRANDON DRIVE

This street, which was developed by the Fred L. Glaize organization, was named for Mr. J. R. Brandon, Winchester City Engineer, in recognition of his long service to the city, during which time he has undoubtedly supervised the construction of more streets than any other Winchester official having that responsibility.

BURTON AVENUE

This street was named for the Burton family who lived in this section for many years.

CAMERON STREET

This street was also named in honor of Thomas Lord Fairfax, Sixth Baron of Cameron. (See Fairfax Lane). Much of Cameron Street lies in the Fairfax addition of 1759, (From Cork Street South), and the name Cameron appears in the patents issued by Lord Fairfax for lots in this addition fronting on this street. For a time it also had the alternate name of **New Street**. In a deed dated February 5, 1787 Daniel Morgan conveyed to Christian Streit part of lot No. 30 described as being on the west side of "Cameron or New Street", (See Frederick County Deed Book 21 — Page 718). After the Market House was built on the site of the present Rouss City Hall about 1821, replacing an earlier one built perhaps in the 1760's, the street in front of it came to be known as Market Street instead of Cameron and the name persists to this day despite the fact that in 1926 the City Council restored the official name of Cameron Street.

CECIL STREET

There is a Cecil Sreet in London and the name Cecil is that of a famous English family. This street is thought to have been named for Sir William Cecil (1520-1590), afterwards Lord Barleigh, Secretary of State and Lord Treasurer under Queen Elizabeth.

CHARLES STREET

The area on which Charles Street is located was owned by Mr. Charles Fries, and the street was developed by him and named for him.

CHASE STREET

This street was undoubtedly named for the Chase family. There are a number of deeds on record in the Corporation Court for the year 1850 showing conveyances of land in this area by members of that family. The exact metes and bounds are difficult to locate on present-day streets, but in all instances the property is described as being "east of the Winchester and Potomac Railroad" and "near the depot". At that time the depot was the present freight depot. (See Winchester Deed Books: 9 — Page 373 and 11 — Page 80).

CHRISTOPHER DRIVE

This drive was named for Frank E. Christopher who devoted his severely wounded and died on July 12 in a camp in an Indian orchard

entire adult career to the coal industry. He was looked upon as one of the leaders in the coal business, not only in this country, but throughout the world. Mr. and Mrs. Christopher own and live at "Carter Hall" located near Millwood, Clarke County, Virginia. "Carter Hall" is one of the show places of the South.

CLARK STREET

This street was named for Wm. L. Clark, who laid it off about 1832.

CLIFFORD STREET

Clifford is the name of a famous English family and barony taken from the village of Clifford in Herefordshire. Clifford Street named in 1759 is thought to have been named after First Baron Thomas Clifford, one of the advisers of King Charles II who became English Lord Treasurer. He lived from 1630 to 1673. In a deed dated March 14, 1850 from John Bruce to Samuel Atwell conveying a lot at the southeast corner of Washington and Clifford Streets the lot is described as being "at the junction of Washington and **Thistle** Streets. (See Frederick County Deed Book 78 — Page 107). We have no way of accounting for this variation in the spelling of the name of this street. There is also a Clifford Street in London.

CONWAY STREET

The Lake map of 1885 shows the residence of Mr. Nathan Conway in the area now occupied by Conway Street, and the street was undoubtedly named for him or his family.

CORK STREET

There is a Cork Street in the West End of London connecting Clifford Street and Burlington Gardens, and the Winchester street is probably named for it. The local tradition that Cork Street was named for County Cork in Ireland because so many people of Irish descent lived on that street appears doubtful to us. In the first place, the street was named in 1759 when the Lord Fairfax Addition was laid off and the name assigned before patents were issued. In the second place, an examination of the names of the original lot owners on Cork Street does not reveal a preponderance of Irish names. A partial list of these names include Jacob Downer, Frederick Conrad, Julius Spikard, Isaac Parkins, Robert Rutherford, Stephen Hart, George

Wright, Jr., Eleanor Blackburn, William Baylis, and Captain John Baylis.

COURTFIELD AVENUE

This modern street gets its name from "Courtfield", the Carr residence, built about 1889 and now the home of State Senator Harry F. Byrd, Jr. The land upon which Courtfield Avenue was laid off was once a part of the Carr estate.

DIEHL STREET

This street was named for the Diehl (formerly spelled Deahl) family which owned land in that area. In Winchester Deed Book 21 — Page 372 Sarah Deahl in June, 1875 conveyed a "certain lot situated on Rope Walk adjoining Baker Street, being the same descended from David Deahl, deceased". We believe that the "Rope Walk" described here is present-day Diehl Street.

DUNLAP AVENUE

This street was named for Mr. H. B. Dunlap who owned the land on which the street was laid off and lived in the old home to the east of it, familiarly known as the Dunlap House, but in reality originally the home of Josiah L. Baker.

EAGLE DRIVE

This new street is named for the Eagle family, particularly Mr. George H. Eagle, prominent Winchester merchant, who at one time owned the land on which this street is located.

EAST LANE

East Lane, one of the oldest streets in Winchester, in addition to marking the eastern boundary of the town in 1759, was probably named for East Lane in London. Before the B. & O. Railroad was extended to Strasburg in 1870, the street was free of the obstructions which the railroad right-of-way imposes, and was an important thoroughfare. Both the Lutheran and the Dutch Reformed Churches faced on this street. The first Catholic Church was also on this street near its intersection with Fairfax Lane. For that reason, perhaps, in some old records it is called Church Street. In at least one record which we have seen it was called Eutaw Street, for what reason we are unable to say.

EUCLID AVENUE

This street was developed by Mr. E. E. Greenawalt and named for Euclid Street in Cleveland, Ohio.

FAIRFAX LANE

This street obviously was named after Lord Fairfax whose full title, appearing in all of the land patents he issued, was "The Right Honourable Thomas Lord Fairfax, Sixth Baron of Cameron in that part of Great Britain called Scotland and Proprietor of the Northern Neck of Virginia". Lord Fairfax was born in England in 1691 the son of Thomas Lord Fairfax, the Fifth Baron of Cameron, and Catherine, the daughter of Alexander Lord Culpeper. He was educated at Oxford. He inherited his vast Northern Neck Grant, which included Winchester, from his mother in 1710. He first visited Virginia in 1736 to inspect his proprietary and after many disputes over the boundaries of his grant, which were all finally settled in his favor, he settled on a "Manor" of 10,000 acres at Greenway Court, present-day White Post in Clarke County. Here he died December 12, 1782. There is a tradition that when he learned that the American Colonies had won their independence from Great Britain under the leadership of his old friend, George Washington, he called his body-servant to assist him to his bed, "for I am sure", he said, "it is time for me to die". A ballad of the day gives the sequel to this incident:

"Then up rose Joe, all at the word,
And took his master's arm,
And to his bed he softly led
The Lord of Greenway Farm.
Then thrice he called on Britain's name,
And thrice he wept full sore,
And sighed, 'O Lord, Thy will be done',
And word spake never more."

Lord Fairfax was buried under the chancel of the old Episcopal Church which stood on the site of the present J. C. Penney Building. When this old church was sold in 1828 and the present Christ Church was built, his remains were moved and reinterred under that building. Later they were placed in a crypt in the basement of the church on the west side. Very recently these bones were again moved to a tomb in the church yard on the east side.

Lord Fairfax was a dominating figure in the early history of Winchester and Frederick County. In addition to being the Proprietor of the whole region, he was a Justice of the County and Captain of the County Militia. Contrary to many local traditions he seems to have been a tolerant overlord particularly to members of dissenters from the established Church. Along with James Wood he laid out the first official plan of the town in 1752 and in 1759 projected a large addition to it.

Fairfax Lane in 1752 was the official northern boundary of the town, and the name appears on the plat of the outlots of the town surveyed by John Bayliss in 1752 and on record in the Clerk's Office of the Frederick County Courthouse.

FAIRMONT AVENUE

This street apparently took its name from the old dwelling, Fair Mount at 311 Fairmont Avenue, the home of Mrs. P. W. Boyd. It is a large stone building which according to the local historian, Mr. William Greenway Russell, was erected in 1812 or 1813 by Mr. Joseph Tidball. At the time Mr. Russell wrote, 1876, the street was known as the North Frederick Turnpike, so that the name Fairmont Avenue has been assigned to it since that date.

FRANKLIN STREET

This street in the Harris Addition was named by Mr. Frederick Harris presumably for Benjamin Franklin.

FREDERICK AVENUE

Much of the land lying between Berryville Avenue, National Avenue, and Orchard Avenue was at one time owned by Mr. Frederick Harris who lived in the large house, now the apartment at 820 National Ave. Mr. Harris developed this area and laid off and named most of the streets. Frederick Avenue is named after him. The whole area was known as the Harris Addition.

FREMONT STREET

We can find no local name to account for the naming of this street. The section in which this street is located was called Union Town years ago, and it is possible that the street was named for Union General John Charles Fremont. Fremont was born in Savannah, Georgia in 1813 and died in New York City in 1890. He gained at-

tention by his explorations in the west and his political activities. He was the first Civilian Governor of California and one of that State's first senators. He was the candidate of the newly-formed Republican Party for President in 1856, being defeated by Buchanan. In 1861 he was commissioned a Major-General of Volunteers in the Union Army. He was one of the Union commanders who became victims of the military genius of Stonewall Jackson in the Valley Campaign, being defeated in the Battle of Cross Keys. Fremont resigned in 1864, refusing to serve under General Pope, his junior in point of service. He was actively involved in railroad building in the late 60's and 70's and was bankrupted in the course of this activity.

GERMAIN or GERMAN STREET

The origin of the name of this street is puzzling. In modern times it has always gone by the name **Germain**, but in old records in a majority of cases it is written **German** instead. In an examination of the patents issued by Lord Fairfax to lots on this street the metes and bounds of seven lots were studied. Six of these spelled the name German and one Germain. The dates of most of these patents is May 15, 1753, but since all of the lots considered lay within the Fairfax addition of 1759, it is reasonable to assume that the patents were not issued prior to 1759. It is provable assertion that many patents to lots in Winchester dated May 15, 1753 were really not issued by Lord Fairfax until well past that date.

There is a local tradition that the street was called German Street because it was occupied largely by Germans. This is to some extent borne out by fact. From Kent Street to Braddock Street in the original plats of 1758 and 1759 there are laid out a total of 12 lots (most of them half-acre lots) bordering on Germain Street. We have examined the original patents of Lord Fairfax and James Wood to the first lot owners of 9 of these lots. Their names were: John Buckleys, Joseph Baker, John Michael Ritter (Rutter), John Grim, John Windle, Charles Grim, George Shoemaker, George Helm, and Jacob Anderson. It will be seen that a majority of these names are of German origin. However, as has been noted elsewhere, the name had already been assigned to the street when the patents were issued, which we would logically assume was when the additions were laid out in 1758 and 1759 or subsequently. The theory that the street got its name from the nationality of the lot owners would then assume that they were living on the lots before the patents were issued, which may have been the case.

GERRARD STREET

There is a Gerrard Street in the West End of London. Local historians have said that the Winchester Street is named for Charles Gerard, First Baron of Brandon, who was born in 1616 and died in 1694, but it will be noted that the name of Charles Gerard differs from the spelling of the street.

GIBBENS STREET

This street was named for the Gibbens family, particularly for Mr. C. M. Gibbens, who was at one time Treasurer of the City of Winchester. His father Charles W. Gibbens was County Clerk of Frederick County. Mr. C. M. Gibbens was born in Winchester in 1839. He studied law at the University of Virginia and received the M.A. degree there in 1860. In 1868 he succeeded his father as County Clerk, and he was elected treasurer of Winchester in 1886 and again in 1889. The Gibbens home is at 447 N. Loudoun St. Originally Gibbens Street was Bow Lane. (See Norris — Page 730).

GLAIZE AVENUE

This street, which really lies entirely in Frederick County, is named for the Glaize family, particularly Mr. Fred L. Glaize, Sr., by whom it was developed. Mr. Glaize had large real estate holdings in many parts of Winchester, and his organization, now carried on by his sons Fred L. Glaize, Jr. and Philip B. Glaize, laid out this street. Mr. Fred L. Glaize, Sr. was the son of George Glaize (1827-1896), a First Lieutenant in the 23rd Virginia Cavalry of the Confederate Army, who started a lumber business in Winchester in 1854. Mr. Fred L. Glaize, Sr. carried on this business after his father's death in 1896. The Glaize home was at 112 E. Piccadilly Street.

GRAY AVENUE

This street was named for the Gray family and particularly for Mr. Robert Lee Gray, whose residence was on National Avenue close to its intersection with Gray Avenue and who initiated the development of this street, a part of which ran through his property. Mr. Robert Lee Gray died on March 3, 1927 a few days before his 65th birthday. He served a number of terms on the City Council and was prominent in many civic organizations, particularly the fire companies. He was the son of Richard L. Gray (1832-1915), Lieutenant of Company C of the

31st Virginia Infantry C.S.A., Clerk of the Corporation Court from 1886 to 1915.

GREENWALT AVENUE

Named for Mr. E. E. Greenwalt who purchased the property from Mr. Purcell and laid out and developed the street.

HADDOX ALLEY

This street was named for Mr. George Haddox, well-known Winchester business man of a half-century ago. He owned a large part of the real estate on Haddox Alley. Mr. Haddox lived for many years prior to his death in the large brick residence now occupied by the Hillcrest Nursing Home, previously the home of Jacob Senseny and earlier of Peter Lauck.

HANDLEY AVENUE and HANDLEY BOULEVARD

These two streets were named for Judge John Handley. Judge Handley was born January 27, 1835 at Enniscorthy, County Wexford, Ireland, the son of John Handley, a carpenter. It is probable that the younger Handley also learned the carpenter's trade in his father's shop because when he removed to America in 1854 he practiced carpentry in Washington, D. C. while engaged in the study of law. About 1857 or 1858 he married a widow who had one child, a son of feeble mind. In 1861 he removed to Scranton, Pennsylvania and began the practice of law. Sometime later, because of a disagreement over the management of her child, Handley and his wife separated. She died in 1891.

Handley rose rapidly in the legal profession at Scranton, ultimately becoming President Judge of Lackawanna County. He invested his earnings in anthracite coal lands, and these became the principal source of his substantial fortune.

During the forty-one years of his residence in America Judge Handley was at no time a resident of Winchester. In 1869, however, a close friend of his, Mr. James Jifkins, took up residence in Frederick County on a farm near Winchester and Handley frequently visited the Jifkins home. He came to know and value the friendship of a number of Winchester citizens. During the Civil War he had strongly sympathized with the Confederate cause, although he was a resident in Union territory. In Winchester he met and conversed with Confederate veterans and enjoyed their company. Well before his death he had conceived the idea of doing something for the people of Winchester,

among the projects considered being public parks, industrial plants to provide employment, and others. He purchased before his death large tracts of land adjacent to the town in several directions.

Judge Handley died February 15, 1895 in Scranton. The Winchester Times of February 20, 1895 has this to say of his funeral: "Judge John Handley's funeral took place from Christ Episcopal Church this city at 11 o'clock A.M. yesterday, and according to his own desires his remains were laid to rest in beautiful Mt. Hebron Cemetery. Judge Handley had no relatives here, but his funeral was one of the largest attended that has ever entered the cemetery. The church was crowded and all seats and every bit of available standing room was occupied, and the sidewalk on the outside was packed. The exquisite floral decoration presented by the City of Winchester represented a cross and crown of magnificent roses".

Judge Handley's will provided bequests of \$1,200,000 for education and \$250,000 for a public library in Winchester. The educational bequest by Court interpretation was ultimately directed to be used for building and operating the public schools. The income from the bequest was allowed to accumulate until 1922 when the Handley School was built. Later in 1927 the Douglas Colored School was built out of the same fund. The income from the corpus of the fund remains to supplement the appropriation from State and local taxes used to operate the Winchester Public Schools. It amounts to about \$50,000 yearly, about 8 percent of the total cost of operating the schools.

HART STREET

This street is within the Fairfax addition to the town in 1759. There is a Hart Street in London near St. Marks Church, and it is presumed that this is the origin of the name of this street.

HAWTHORNE DRIVE

Hawthorne Drive gets its name from the mansion **Hawthorne**, the residence of Dr. E. C. Stuart. The original house on this site was built by James Wood, Jr., Brigadier General in the Revolution and Governor of Virginia 1796-99. It as well as Hawthorne Drive is on 570 acres of land purchased by James Wood Jr. from his mother, Mary Wood, in 1765. It was a part of the original James Wood grant. (See Frederick County Deed Book 10 — Page 369). The house was occupied from 1803 to 1811 by Lawrence Washington, son of George Washington's

brother, Samuel. Lawrence Washington's wife was Mary Dorcas Wood, granddaughter of James Wood and daughter of Robert Wood. Hawthorne was prior to the Civil War owned by Col. Angus McDonald, whose wife, Mrs. Cornelia McDonald, gives a vivid account of her wartime experiences there in the book **A War Dairy with Reminiscences**. Hawthorne Drive is on land fought over in the Second Battle of Winchester, July 13, 1863, when Union General Milroy was forced to evacuate the town by Confederate Generals Ewell and Early.

HENRY STREET

This street is named for the Henry family, particularly Mr. Robert Montague Henry, who owned the property and developed the street.

HOLLIDAY DRIVE

This street was named for Frederick W. M. Holliday, a native of Winchester who became Governor of Virginia in 1878. The Holliday family had lived in Winchester since very early days and owned property in many parts of the old town. Governor Holliday was born here in 1828. He was graduated from Yale University in 1847 and returned to Winchester to study law in the offices of Barton and Williams and later at the law school of the University of Virginia. He entered the Confederate Army in 1861 and became Colonel of the 33rd Virginia Regiment. In August of 1862 he lost his right arm in the Battle of Cedar Run, after which time he became a member of the Confederate Congress. He married first Hannah Taylor of Clarke County and second Caroline Calvert of King George County. His home stood on the east side of Cameron Street on the site of the service station at 120 N. Cameron Street. He died in 1899 and is buried in Mount Hebron Cemetery. He is one of three Winchester residents who became Governor of Virginia, the other two being James Wood Junior, and Harry F. Byrd. Governor Holliday was a conservative in politics, a distinguished orator much sought after in his day, and an active participant in local affairs.

HOLLINGSWORTH DRIVE

This new street bears the name of a man who certainly was one of the first if not the first settler in the Winchester region. This was Abraham Hollingsworth. According to family traditions he was here as early as 1729. His home place of 582 acres, called Abram's Delight, was surveyed in 1732. In 1756 his son, Isaac Hollingsworth, built the

stone house standing near the Rouss Spring (Then Hollingsworth Spring) which has been restored by the local Historical Society. It is presumed that Abraham Hollingsworth had a house near or at the same site prior to 1756. In the map of the Winchester outlots of 1752 the land now occupied by Hollingsworth Drive is shown as belonging to Isaac Hollingsworth.

INDIAN ALLEY

The origin of the name of this alley is lost in the past. The patents for lots on Loudoun Street bordering this alley issued in 1752 do not give the metes and bounds and, therefore, do not mention the alley. Deeds issued later by James Wood for lots on the east side of Braddock Street mention the alley in some instances, but do not give it a name. In other deeds issued later the alley is called Stable Alley, Taylor Alley, and Church Alley. It was called Stable Alley because many inns fronting on Loudoun Street had their stables on the alley in the rear. Notable among them were the William Cock's Inn (now the Kurtz home), and the McGuire Hotel, later the Taylor Hotel (now McCrory's Store). The name Taylor Alley undoubtedly came from the Taylor Hotel. It was probably called Church Alley because it bordered the Lutheran Church. It is pure speculation, but it could be that the line of present-day Indian Alley runs where once the ancient Indian Trail passed through the site of Winchester. In any event, it was not far from that trail according to local tradition.

It has been suggested by some that perhaps in the early days when Indians visited the town, they camped out in the stable yards of the inns, and since many of these stables were located on this alley, the name of Indian Alley was assigned to it.

JAMES STREET

This street is entirely within the Fairfax Addition of 1759 and was so named in patents issued at that time. It is apparently named after James I, King of England, who reigned from 1603 to 1625 or after his great-grandson James II, who reigned from 1685 to 1701. There are a number of streets and roads in London named after King James.

JEFFERSON STREET

This street is named for Thomas Jefferson. There is no evidence to show that Jefferson ever visited Winchester, but he was in this

region as his **Notes on Virginia** indicate that he visited and wrote about Harpers Ferry.

JOIST HITE PLACE

This modern street is named in honor of Joist Hite generally regarded as the first settler in the northern part of the Shenandoah Valley. There are many variations in the spelling in official records of both the first and last names of this pioneer: the former appearing as Joist, Yost, Just, Joost; and the latter as Heydt, Hyt, Heyd, Hite. The date of Hite's birth is not known. In 1709, he, along with a number of other Palatine families left their homes in Germany and journeyed to England to accept the offer of Queen Anne for free passage to America. Hite was a native of Strassburg and he was accompanied on the journey by his wife Anna Maria DuBois and one child. In 1710 he sailed for America and lived for about five years at Kingston, New York. Later he moved to the Perkiomen region of Pennsylvania, where in 1720 he built a mill at the mouth of Perkiomen Creek. In 1730 he sold this mill and the following year purchased from John and Isaac Van Meter their interests in a grant for 40,000 acres of land in the Shenandoah Valley approved by the Governor and Council of the Colony of Virginia. Later he and his partners, Robert McKay, Robert Green, and William Duff secured an additional grant of 100,000 acres. In the spring of 1732, Hite and his family together with sixteen other families set out for Virginia. They crossed the Potomac at the Pack Horse Ford below Shepherds Town and Hite himself established his residence where the Opequon Creek is now crossed by the Valley Pike at present-day Bartonsville. Here he built a home and a mill. The ruins of his home may be seen today near "Springdale" which was built by his son John Hite in 1753. Hite had large transactions in land, and after the arrival of Lord Fairfax in the region, his title to the land was challenged by the Proprietor, who claimed that both of Hite's grants lay within his proprietary and that the Governor and Council of Virginia had no right to make such grants. A celebrated suit ensued, which was not finally settled until after Hite's death. Hite reared a large family, the men of whom were prominent in local affairs. He died in 1761, and despite many efforts to locate it, the place of his burial remains unknown.

KENT STREET

Lord Fairfax was born at Leeds Castle in Kent County, England. A part of the City of London lies within this county. Undoubtedly

Kent Street was named for this English shire or country.

KERN STREET

This street was named for the late Harry R. Kern, Winchester Attorney, who owned the land on which the street was laid out. The Kern family has been prominent in Winchester for many years.

KERR STREET

This street was named in memory of John Kerr, whose bequest of \$10,000 made possible the building of the John Kerr School, the first publicly owned school building in Winchester. John Kerr was a native of England and a cabinet-maker by trade. He came to Winchester about 1825 and practiced his trade here from that time until his death in 1875 at the age of seventy eight. He once owned and conducted his shop in a building on the site of the J. C. Penney Co. at the northeast corner of Loudoun and Boscawen Streets. He appears to have lived at the northeast corner of Braddock and Boscawen Streets. He provided in his will a bequest of \$10,000 for educating the poor of Winchester and this sum supplemented by an appropriation from the City Council made possible the building of the first part of the John Kerr School in 1883. He is buried in Mount Hebron Cemetery.

KINZEL AVENUE

This modern street is named for the Kinzel family. The original local member of this family was Mr. Henry Kinzel who was born in Hesse Darmstadt, Germany in 1828, and came to America in 1843; and for five years remained in Baltimore. He came to Winchester in 1848 and soon afterwards entered the confectionery business. He soon became a leader in the business and civic life of the city: president of the City Council, director of the Union Bank, one of the original proprietors of the Winchester Paper Mills, and a leader in Masonic activities. He died in 1886. Miss Emma Kinzel and Mr. Theodore Kinzel, two of his children, were well known and beloved friends of many present-day Winchester residents. (See Norris — Page 702).

LATANE STREET

This modern street was named in honor of Dr. Samuel Peachy Latane, beloved Winchester physician from 1901 to his death in 1910. Dr. Latane was born in King and Queen County, Virginia, November 11, 1874. He attended the University of Maryland Medical College;

graduating in 1897, and later studied in Germany. He became associated in 1901 with Dr. Wm. S. Love and quickly made a place for himself. In 1905 he married Miss Elizabeth Love, daughter of Dr. Love. He died in one of the first fatal automobile accidents which occurred in this area. On a visit to a patient near the Cedar Creek Grade about seven miles from Winchester in a car driven by a friend the vehicle overturned, crushing him beneath it. He is buried in Mount Hebron Cemetery.

LEE STREET

This street was named after General Robert E. Lee. So far as we have been able to determine, General Lee was never in Winchester. In the fall of 1862 after the Battle of Antietam he had his headquarters according to the Official Records at "Smoke Town near the Opequon". Exactly where Smoketown was we have been unable to determine, but it was undoubtedly near Brucetown or Clearbrook. Again after the Battle of Gettysburg in the summer of 1863 General Lee was in the same neighborhood. Elements of his army on both occasions passed through Winchester in their withdrawal to north-central Virginia, but there is no record that he was here. There is a tradition that General Lee's daughter, Mildred, attended a school in Winchester conducted on the site of 35 N. Braddock Street.

LEICESTER STREET

There are a Leicester Street and a Leicester Square in London, both presumably named after Robert Dudley, Earl of Leicester (1532-1588), a great favorite of Queen Elizabeth. Leicester Street in Winchester lies largely within the Fairfax addition to the town in 1759.

LINCOLN STREET

This short street which runs from East Piccadilly to National Avenue is bordered its entire eastern length by the National Cemetery. It is named for Abraham Lincoln.

LOUDOUN STREET

Loudoun Street was one of the two streets, the other being Boscawen, provided for in the original plan of the town drawn by James Wood in 1744. The name Loudoun, however, was not given to it until later, probably in 1757. It was named for John Campbell, Fourth

Earl of Loudoun, who was appointed Captain-General and Governor-in-Chief of Virginia February 17, 1756 and one month later Commander-in-Chief of the British forces in America. His appointment followed the disastrous defeat of General Braddock in 1755 and the fact that a street and a fort in Winchester, a county in Virginia, and numerous other places were named after him, shows that he must have been regarded as a popular hero.

Lord Loudoun was the son of the third Earl of Loudoun and Lady Margaret Dalrymple. He was born in 1705 and succeeded his father to his titles and estates in 1731. In 1727 he entered the army and was appointed Governor of Stirling Castle in 1741 and aide-de-camp to the King in 1743. When the Jacobite rebellion occurred in 1745 as a staunch supporter of the House of Hanover he raised a regiment of Highlanders of which he became Colonel. This regiment was badly defeated in the Battle of Preston. Loudoun was one of the few who came out of the battle alive and he at once raised a large force of new soldiers. Certainly his military successes were not such as to earn for him the important post to which he was appointed in 1757 and it is evident that he owed that distinction to the prestige and influence of his family at Court. Loudoun arrived in America July 23, 1756. After a year of delay, he led a slow and unsuccessful expedition against the French at Louisburg. He had become very unpopular in New York and Canada because of his inefficiency and interference with colonial commerce and was recalled to England later in 1757. Benjamin Franklin said of him that "he was like King George upon the signposts, always on horseback but never advancing". He continued to remain influential in England and held high military positions in the War between England and Spain in 1762. He died April 27, 1782.

It is logical to assume that Loudoun Street was named during the period of Lord Loudoun's popularity in America, which would have been in early 1757. The name appears in local records by 1758.

As time went on Loudoun Street lost its original name and came to be called Main Street, since it was the principal business street of the city. In 1926 a movement led by Dr. Wm. P. McGuire influenced the City Council to pass a resolution restoring the original names, not only to Loudoun Street, but also to Boscawen (which had become Water Street) and to Cameron (which had become Market Street). Since 1926 the old names have been pretty generally accepted and used by Winchester citizens.

MILLER STREET

This street is named for the Miller family, prominent in the history of Winchester from the very earliest days of the town. Godfrey Miller the first, the progenitor of this large family, died in 1805 at the age of 75. His home still standing at 422 and 424 South Loudoun Street, is said to contain logs removed from Fort Loudoun when that fortification was abandoned. The stone house at 28 S. Loudoun Street, owned by the Lutheran Church and known as the Miller Home, was the home of Godfrey Sperry Miller (1821 - 1877), the grandson of Godfrey Miller I. The Miller Drug Store at 107 North Loudoun was the property of Godfrey Miller II (1786-1845). The land on which Miller Street was laid off was owned in part by descendants of Godfrey Miller I, the late Godfrey and Will Miller.

MILLWOOD AVENUE

This Winchester street gets its name from Millwood Road or the road to the village of Millwood in Clarke County.

Millwood is a very old settlement. Burwells Mill located there, and sometimes called "The Mill in the Woods", is said to have been built in 1782 by Hessian prisoners under the direction of General Daniel Morgan, who lived at **Saratoga** not far away.

MOLDEN DRIVE

Named for the Molden family, particularly Mr. Edward L. Molden, who developed this area and named the street.

MONMOUTH STREET

There is a Monmouth Road in London, undoubtedly named after James the Duke of Monmouth (1649-1685), an illegitimate son of Charles II who asserted his right to the throne and was defeated at the Battle of Sedgemoor and beheaded on July 15, 1685. It is assumed that Monmouth Street in Winchester is named for this London thoroughfare.

MONTAGUE AVENUE

Montague is the middle name of Mr. Robert M. Henry who owned the property and developed the street. It is a family name of relatives of Mr. Henry.

MORGAN STREET

This is a modern street named after General Daniel Morgan, Revolutionary hero, who lived the last few years of his life in a house still standing at 226 Amherst Street, the home of Mrs. Joseph A. Massie. The Morgan lot on Amherst Street was purchased by him in 1800 from George F. Norton and is described in the deed as Lot Number 3 in Woods Addition bounded on the south by Amherst Street and on the west by Stewart Street. This indicates that at that time Stewart Street extended north of Amherst Street. (See Winchester Deed Book 1 — Page 198) At any rate, present-day Morgan Street is not very far from land owned by General Morgan.

General Morgan died in the above-mentioned house in 1802. His body was buried in the grave-yard of the Old Stone Presbyterian Church on Piccadilly Street. When this grave-yard was abandoned after the Civil War, his remains were moved to their present resting place in Mount Hebron Cemetery. According to the Minute Book of the Mount Hebron Cemetery Corporation this reinterment took place "at 5 o'clock on Saturday evening, June 13th, 1868" in the presence of a number of prominent Winchester citizens.

MOSBY STREET

This street is named for the famed Confederate partisan cavalry leader, Major John Singleton Mosby. He was born December 6, 1833 in Powhatan County, Virginia, graduated from the Law School at the University of Virginia in 1852 and was admitted to the bar in 1855. He practiced law in Bristol, Virginia from 1855 to 1861, when he joined the Confederate Cavalry. He was captured in June, 1862 and after his exchange he organized a company of irregular cavalry which became perhaps the most effective and spectacular raiders of the War. They operated principally in Fairfax, Fauquier, and Loudoun Counties with great success until the close of the War. After the War he returned to the practice of law and was prominent in Virginia politics. He was U. S. Consul to Hong Kong from 1878 to 1885. He died May 30, 1916 and was buried at Warrenton, Virginia where he had made his home for some years. Mosby was frequently in Winchester during the War and afterwards.

NATIONAL AVENUE

This street originally was Fairfax Lane or Fairfax Road. It gets its name from the fact that it runs past the National Cemetery, which

was dedicated April 8, 1866. Here are buried 4491 Union dead together with many veterans of the Spanish American War, World War I, and World War II.

OATES AVENUE

This street was named for the late Mr. A. C. Oates, lumber dealer and orchardist, who developed this area of the city.

OHIO AVENUE

This street was developed by the late P. W. Plumly, who was born and reared in the State of Ohio, and named the street after his native State.

OPEQUON AVENUE

Opequon is an Indian name given to the Creek that drains the area in which Winchester is located. In fact, the earliest name given to the Winchester settlement was Opequon.

PALL MALL STREET

This street was undoubtedly named after Pall Mall (pronounced Pell Mell) Street in London, today the site of handsome buildings and long the center of club life. It derives its name from the old game of **pail mail** (from the Italian **palle**, a ball, and **maglio**, a mallet) introduced into London during the reign of Charles I. In the 16th and 17th centuries Pall Mall Street was a fashionable suburban promenade. Among the famous residents on this street were Sir Walter Scott, the painter Gainsborough, and Nell Gwynne, who resided at No. 79 and used to talk over the garden wall to Charles II as he walked in St. James Park.

PATTERSON AVENUE

This street was developed by the Fred L. Glaize organization and was named for Mrs. Fred L. Glaize Jr., whose family name was Patterson.

PERRY PLACE

This new street is named for the Perry family, particularly Mr. Stuart Perry, who for many years operated the quarry nearby.

PEYTON STREET

Peyton Street was named after the Peyton family, particularly John Peyton (1757-1804) who owned the land in that area and who lived on the site of the Robinson Apartments at 406 N. Loudoun Street. John Peyton was for many years Clerk of the Frederick County Court, succeeding James Wood, According to Mr. William Greenway Russell, Peyton Street was opened up about 1832 by Wm. L. Clark, who by that time had acquired the land.

PHILPOT STREET

There are a Philpot Street and a Philpot Lane in London, and this appears to be the source of the name of the Winchester street.

PICCADILLY STREET

This is one of many Winchester streets named after London thoroughfares, in this case after the well known mile long avenue of Piccadilly. The eastern portion is one of the chief business streets in West-end London, and the western half is the site of a number of aristocratic residences and fashionable clubs. Lord Byron lived for a time on this street.

Piccadilly Street in Winchester lies entirely in land owned by Lord Fairfax, the James Wood property line being 119 feet south of the south curb of this street. When the town was officially established in 1752, Lord Fairfax laid off half-acre inlots on both sides of Piccadilly Street and on the south side of Fairfax Lane extending from 189 feet 9 inches east of East Lane to 189 feet 9 inches west of Washington Street.

PURCELL AVENUE

Named for Mr. T. V. Purcell, who owned and operated a truck-farm in this area. The land was acquired by E. E. Greenwalt, who laid out and named the street.

RACE STREET

We have been told by old residents in this area of the city that at one time there was a bicycle race track near the present site of Race Street. We have been unable to discover any other explanation of the origin of this street name.

REAVES STREET

This street was developed and named by Mr. Fred L. Glaize Jr. in recognition of the services to the city of Mr. S. H. Reaves, Superintendent of the Water and Sewer Department of Winchester.

RICHARDS AVENUE

This street was developed and named by Mr. Wm. M. Richards.

ROBERT STREET

This street is named for Mr. Robert M. Henry, who owned the property and developed the street.

ROSS STREET

This street was developed by Mrs. Lizzie Horsey and named for her friend Miss Gertrude Ross who became Mrs. Gertrude Ross Wheat.

ROSZEL ROAD

This street was named for Col. Brantz M. Roszel, for many years superintendent of the Shenandoah Valley Academy. Roszel Road runs through an area once occupied by the grounds of the Academy.

Col. Roszel was born in Baltimore, March 16, 1869. His early education was received in the Baltimore Schools. He received his A.B. from Johns Hopkins University in 1889 and his Ph.D in 1895. He taught in Central High School in Washington 1896 to 1903, and was Headmaster of Sewanee Grammar School from 1903 to 1908 when he came to the Shenandoah Valley Academy as Superintendent. He served in that capacity until his retirement. During World War I he was a Major in the Q.M.C. and later Colonel in O.R.C. Military Intelligence. He died in Southern Pines, N. C., March 16, 1938 and was buried at Charles Town, West Virginia in the cemetery of the Episcopal Church. He married in 1905 Miss Christine Washington Chew.

ROUSS AVENUE

This street bordering the north side of the public lots, originally occupied by the Frederick County Courthouse, Clerk's Office, Jail and by the first Episcopal or Established Church and the graveyard attached to it, is named for Charles Broadway Rouss. Mr. Rouss gave the money for building the Rouss City Hall, which is located on this avenue. He

was also the benefactor of the city in his gifts for establishing a water supply, the Rouss Fire Company, the iron fence around the Mt. Hebron Cemetery, and many others. Mr. Rouss was born in 1836 near Woodstock, Maryland. He came to Winchester in 1846 and by the outbreak of the Civil War had established a profitable business as a merchant, being worth at that time \$60,000. In 1861 he disposed of his stock of goods, invested his money in Confederate bonds, and joined the army as a private. He served to the end of the War and returned to Winchester penniless and in debt. He farmed for a while, but found it not to his liking, and in 1867 went to New York where he made a phenomenal success in business, becoming a very wealthy man. He died there in 1899. His body was brought to Winchester and is buried in a magnificent tomb in Mt. Hebron Cemetery.

Present-day Rouss Avenue has had many names, among them being Court House Lane and Railroad Avenue (From the time when the B. & O. Railroad ran south on Cameron Street to the Town Run, and there was a ticket office in the old Market House at the southwest corner of Rouss Avenue and Cameron Street) .

SENSENY ROAD

This is the name given to the eastern extension of Cork Street. It derives from the fact that the land south of this street in the early days belonged to Jacob Senseny (1794-1860), the son of Dr. Peter Senseny (1738-1801). Dr. Peter Senseny lived at the site of the John Kerr School. Jacob Senseny lived, for a time at least, at the building now occupied by the Hillcrest Nursing Home, 315 E. Cork Street. Cartmell, local historian, says that Jacob Senseny built this dwelling; but Mr. Wm. Greenway Russell, another local annalist, says that it was built by Peter Lauck, proprietor of the Red Lion Tavern, and sold to Jacob Senseny after Lauck's death in 1839.

SHARP STREET

The original name of this street, which is in the Lord Fairfax Addition of 1759, was Warwick; and the name appears in maps of the city as late as 1885. The present street was named for George Sharp, whose home was at the southwest corner of Sharp Street and East Lane. George Sharp married Elizabeth Brown, whose father, John Brown, at one time owned the entire block bounded by Sharp Street, Kent Street, Cork Street, and East Lane. Elizabeth Brown was the great-great grand-daughter of Yost Hite and the aunt of the late John I. Brown and Richard R. Brown of this city.

A son of George Sharp, Dr. Alpheus Sharp, moved to Baltimore, Maryland and became a partner in the well known Sharp and Dohme Drug Company. A daughter, Miss Flora Sharp, lived all her life at the home place on Sharp Street and died there at an advanced age.

(Information from Miss Pearl I. Brown)

There are at least ten squares, roads, streets, or places in London bearing the name Warwick.

SHAWNEE AVENUE

The name Shawnee is that of an Indian tribe, small groups of whom frequented the northern end of the Shenandoah Valley. According to Kercheval, about 1690, a party of Shawnees, moving northward from the Carolinas established a settlement at a spring on the southeastern border of Winchester, which has been known ever since as the Shawnee Spring. They remained there until 1754 when they moved westward. The Shawnee Spring is close to the southern terminus of Shawnee Avenue.

SHERIDAN AVENUE

This street was developed by Mr. B. M. Sullivan, well known Winchester real estate dealer, and named by him for Sheridan Avenue in the City of Washington, D. C. At the time he was debating over a name for the new avenue, he saw a picture of the Washington Street and was so impressed by its attractiveness that he chose that name for his own property.

SHIRLEY AVENUE

This street is named for Mr. Shirley Carter, who in partnership with Mr. F. L. Glaize, Sr. developed this area of the city. Mr. Carter was a life-long resident of Winchester and an outstanding business and civic leader. He was born here on August 10, 1857 and died here on August 8, 1937. He was the senior member of the Hansbrough and Carter Company, one of the organizers of the Virginia Woolen Company, a member of the State Hospital Board, a former member and president of the City Council, a member of the Handley Board of Trustees, and had an interest in many of the corporations of the city.

SMITHFIELD AVENUE

We had thought this street was named for Smithfield Farm, which it borders, but we have been told that the name was given it by the developer, the late Robert L. Gray in honor of his wife's sister, Mrs. Clinton Smith.

SOUTHWERK (SOUTHWARK) STREET

Southwerk Street lies entirely within the Fairfax addition to the town in 1759 and was so named in patents issued at that time. It represented the southernmost street in the old city and was undoubtedly named for Southwark, a central borough of London. The name Southwark marked the southward works or fortifications of the City of London just as Southwerk Street was the southernmost street in old Winchester.

STEWART STREET

It has been suggested by some that Stewart Street was named for the Stuart family of English Kings, and it is true that originally that family name was spelled Stewart. However, the spelling had been abandoned long prior to 1758 when the Winchester street was named.

We believe that the street was named for Captain Robert Stewart of the Virginia Light Horse. Captain Stewart was a native of Prince William County. He was in the Braddock campaign and distinguished himself at the Battle of Monongahela. He was a close and trusted friend of Washington; and when Washington was taken ill in November of 1757, Captain Stewart was left in command at Fort Loudoun until the spring of 1758. It is reasonable to suppose that he was closely associated with Col. Wood, who at that very time was planning his addition to the town, which was approved by the House of Burgesses, October 5, 1758. All of the other streets in the James Wood Addition, namely Braddock, Washington, Amherst, Boscawen, and Wolfe, were named for men who were prominent in the French and Indian War. We believe it is reasonable assumption that Stewart Street traces its origin to the same source and that it was given the name of Captain Stewart. It is of interest to know that after 1758 Washington loaned Stewart the money to purchase a commission in the regular British Army. In Hamilton's collection of **Letters to Washington** there are many letters from Stewart to his old commander. When the Revolution came, Stewart sided with the British, but ill health kept him from serving in America. By that time he was a Lieutenant Colonel.

In 1783, after the Revolution, he wrote to Washington asking for an appointment as consul or military agent for the now independent States. Washington's curt reply was that posts of "honor and profit" would go to those who had served "with halters about their necks".

STONEWALL AVENUE

This modern street in its name paid a belated honor to General Thomas J. (Stonewall) Jackson. General Jackson was more intimately associated with Winchester than with any other town save Lexington. He was here early in 1861 as second in command to General Joseph E. Johnston and marched away with Johnston's Army on July 18, 1861 to participate in the first battle of the War at Bull Run and to earn the title of "Stonewall". In November of 1861 he returned to Winchester to command his own army and set up his headquarters in a house still standing at 405 N. Braddock. Here during the winter of 1861-62 he lived, part of the time accompanied by Mrs. Jackson. From here he launched his first independent action as an army commander, the Bath-Romney expedition in January, 1862. On March 11, 1862 he evacuated Winchester regretfully because he had learned to love and respect its people, particularly the Rev. James R. Graham, the Pastor of the Kent Street Presbyterian Church, where Jackson worshipped when he was here. Later during the summer of 1862 he was to wage his legendary Valley Campaign, fighting the battles of Kernstown, Winchester, McDowell, Cross Keys, and Port Republic. His return to Winchester in the first Battle of Winchester on May 25, 1862 was a joyous occasion for the town people who thronged the streets to welcome back "Stonewall" and his troops as they pursued the army of Federal General Banks through the city. He returned here again briefly in September of 1862 after the Battle of Antietam. This was apparently his last visit.

STROTHER'S LANE

The Lake Atlas of 1885 shows the farm and home of F. Strother on this lane, which undoubtedly accounts for the name.

TENNYSON AVENUE

This street was named for the British poet, Alfred Lord Tennyson. It is one of two streets in Winchester named for poets, the other being Whittier Avenue. Tennyson was born in 1809 and died in 1892. He

was Poet Laureate of England from 1850 until his death; and is regarded as one of the greatest of the Victorian poets. His works include **The Idylls of the King, In Memoriam, The Princess** and many other familiar shorter poems.

VAN FOSSEN STREET

This street was named after Captain John Crawford Van Fossen, for many years Principal of the John Kerr School. Captain Van Fossen, son of Jacob Van Fossen, was born in Augusta County, Virginia in 1840. He was graduated from Washington College, now Washington and Lee in 1861. Immediately afterward, he enlisted as a private in the 14th Virginia Cavalry of the Confederate Army. In the second year of the War he was promoted to the staff of General Jenkins and later for conspicuous bravery he became a Captain. After the close of the War, he studied law in Judge Brockenborough's Law School in Lexington, but gave up law to become an educator. In 1866 he came to Winchester and opened a private school on Fort Hill in a building owned by William G. Kiger. Here he taught young men the classics until 1871, when the Winchester Public Schools were first organized, and he became their first Principal. At that time public sentiment was strongly against the public or "free school system", as it was called, and in the face of strong opposition Captain set to work to organize the schools. He continued at his task until his death in 1904. There were no publicly owned school buildings from 1771 until the John Kerr School was built in 1883 and classes were conducted in rented quarters. Captain Van Fossen's classes were held in the basement of the Braddock Street Church at first. Later they were removed to the building on the site of old Fort Loudoun. It was said of Captain Van Fossen that he was the only educator in Virginia who organized a public school and remained its Principal until his death.

Shortly after his death, alumni of the John Kerr School placed a marble plaque in the hallway of that school in memory of Captain Van Fossen which reads as follows:

John Crawford Van Fossen

1840 - 1904

Organizer of the Winchester Public Schools - Principal for 33 years

Wise, Kind, Judicious, Devoted

His impress upon the youth of our town is deep and lasting.

"A soldier of Christ and of his Country".

WASHINGTON STREET

This street, of course, bears the name of George Washington and appropriately so because Washington spent more time in Winchester when he was away from home than in any other town save New York and Philadelphia, where he lived during his two terms as President. Washington Street, which is entirely within the James Wood addition of 1758, was named at that time and undoubtedly by Col. Wood, who was a close friend and admirer of the future president.

Washington came here first in 1748, when the town was still called Frederick Town, with members of a surveying party employed by Lord Fairfax. From 1748 to 1753 he was in and out of Winchester as he himself was surveying for the Proprietor. In 1753 he outfitted himself at Winchester for his long journey as emissary for Governor Dinwiddie to the French Commander at Fort Le Boeuf. In 1754 he passed through Winchester as Lieutenant Colonel of Militia in an expedition against the French. In 1755 he was here for a short while with General Braddock. From the fall of 1755 until the summer of 1758 he was almost continuously in Winchester as Colonel of the Virginia forces guarding the western frontiers against the French and their Indian allies. During this latter period he was busy building Fort Loudoun. He owned a lot in Winchester, Lot number 77, at the southeast corner of Fairfax Lane and Braddock Street. In 1758 he was elected a Burgess from Frederick County, his first elective office.

In a deed from Mary Wood, widow of James Wood, to John Hatley Norton, dated February 28, 1785, for lots on the west side of Washington Street between Boscawen and Amherst, the lots are described as being "bounded on the east by Washington Street or **St. Martin's Lane**". (See Frederick County Deed Book 20 - Page 328).

WATSON AVENUE

This street was developed by the late P. Watson Plumly, and named after his own middle name.

WHITLOCK AVENUE

This street was named for Dr. William Joseph Whitlock, through whose property a part of it was laid out and whose home was near its northwestern intersection with Valley Avenue. Dr. Whitlock was born in Hampshire County, West Virginia March 29, 1849. He died in Winchester April 26, 1921 and is buried in Mount Hebron Cemetery. During the Civil War he served in Captain Bell's Company of General

Imboden's Command. After the War he went west to Oklahoma and Indian Territory and spent several years living with the Indians and learning their methods of curing diseases by the use of herbs. He then began mixing his own herb formulas and marketing his medicines. After some time spent in Texas, he returned east at first to Pittsburgh and Myersdale, Pennsylvania, but finally to Winchester. Here he had a wide medical practice and manufacturing business in medicine. He was frequently the object of opposition in the courts by regular schools of medicine in an effort to have him cease his practice; and he was finally ordered to cease manufacturing his remedies in Virginia, but they continued to be sold by national drug companies under his formulas. (See History of Virginia — Vol. IV — Biography Page 376) The American Historical Society — 1924.

WHITTIER AVENUE

The name was assigned to this street by the late Walker McC. Bond, a surveyor, a student of local history, and a leader of the Society of Friends. Mr. Bond owned land bordering on this street. It is named, of course, for John Greenleaf Whittier, known as the Quaker Poet. Whittier lived from 1807 to 1892 and was the author of such familiar poems as **Snow Bound**, **Barbara Frietchie**, **The Barefoot Boy**, **In School Days**, **The Pipes of Lucknow**, **The External Goodness**, and many others.

WOLFE STREET

Wolfe Street lies entirely within the James Wood addition to the town in 1758. It was named at that time after General James Wolfe, who that same year was appointed a brigadier under Lord Amherst in charge of the British forces sent against the French at Quebec and was killed there September 13, 1759. The French General, Montcalm, was also killed in this engagement. A few days after General Wolfe's death Quebec fell to the British. The youthful Wolfe became a hero throughout England and America, one of the most popular figures of the French and Indian War. That part of Wolfe Street from Braddock to Indian Alley covered a portion of the area said to have been used by Washington's militia as a drill ground during the period from 1756 to 1758. The section of Wolfe Street between Braddock and Washington crosses a hill or bluff known in early records as "The Fort George Section". It is believed that there was a stockade there during the early days of the French and Indian War (in 1753 or 1754) and that

the French prisoners taken by Washington in the expedition of 1753 were imprisoned there.

WOODSTOCK LANE

This is one of the oldest streets in Winchester. It appears on the plat of the outlots of the town made by John Bayliss on December 10, 1752 and recorded in the Clerk's Office of Frederick County. It lies wholly in the Lord Fairfax area of the town and was undoubtedly named by him or his agents. The name Woodstock is a common English name, the most famous being that of a town or municipal borough in Oxfordshire. There is also a Woodstock Street in the west end of London. Originally Woodstock Lane did not terminate as it does today at East Lane, but ran to Kent Street over property now owned by the Virginia Woolen Mill. That part of the street between East Lane and Kent Street was known as **Abb Church** Street. Since the early name of East Lane was Church Street (undoubtedly because the original Lutheran, Dutch Reformed, Presbyterian, and Catholic Churches were built on it or near it) it is possible that the name **Ab Church** meant "opposite the church" or "from the church".

WYCK STREET

We have been unable to get a completely satisfactory explanation of the origin of this street name. A doctor Wyck (he spelled his name, however, Weicht), who was a veterinarian, lived in various locations in Winchester before the turn of the century. It is possible that Wyck Street may have been named for him or for some member of his family.