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*"Fare Fac - Say Do"*

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# The Fare Facs Gazette

The Newsletter of Historic Fairfax City, Inc.

Volume 1, Issue 4

Fall 2003

## The Fairfax Electric Depot & Mill Managers House

by William Page Johnson, II

The Fairfax Depot, or Electric Depot as it was known, comprised that area along Main Street one-half mile west of the Fairfax courthouse at the intersection of Railroad Avenue. At the beginning of the 20th c. this was a small bustling commercial center. Located here were the Electric Depot and Station of the Washington, Arlington & Falls Church Electric Railway (W.A. & F.C.), a Feed & Livery Stable, a Mill, the Fairfax Cemetery, Gaines Blacksmith Shop, a black school, a black Methodist church and several small homes. Railroad Avenue derives its name because it follows the course of the old



SW view of the Fairfax Depot area along s. side of Main St.  
 (l to r) Fairfax Feed & Supply Store (c. 1925), Mill Managers House (1904), E.B. Rector House (1907).

W.A. & F.C. Railway. The W.A. & F.C. operated from 1891 until approximately 1932, was one of two electric lines that were operating in Northern Virginia at the time, the other being the Washington, Alexandria & Mount Vernon Railway Co. (1892).<sup>1</sup> The W.A. & F.C. began operations in 1892 with a terminal at 12<sup>th</sup> and Pennsylvania Avenue, N.W., Washington D.C. Over the next twelve years the railway steadily extended its line westward reaching Fairfax C.H. in December 1904.<sup>2</sup> The Depot was an economic boom to Fairfax, directly connecting the community to Washington, D.C. by a safe and fairly reliable railway.

Prior to 1904, the only way to reach Fairfax C.H. was by foot, horseback, horse-drawn carriage or by taking the train to Fairfax Station and then hopping a horse drawn stageline which operated twice a day to Fairfax C.H. Incidentally, this stageline was operated by Robert T. Sisson, the great-great-great-grandfather of the author, and later by his son Robert L. Sisson, builder of the Sisson House which is adjacent to Fairfax City Hall. In 1904, all roads in the county were dirt. During the fall and winter months they were often impassable due to muddy conditions. In the spring and summer months progress was slowed due to dusty conditions. A railway connection to Fairfax was a dream come true.

To the west of the Depot, on both sides of Main Street, lay the large estate of William T. Rumsey. Rumsey, a native New Yorker, died in 1899 and left his land to his widow, Frances.<sup>3</sup> To the east of the Depot lay the Fairfax Cemetery. The Rev. Richard T. Brown, minister of Truro Episcopal Church lived here and maintained his Rectory. In 1866, he sold a portion of his land to the Fairfax Ladies Memorial Association as a burial site for the Confederate Dead of Fairfax. Further east, and adjoining the cemetery, was Gaines Blacksmith Shop, the "Colored" School and "Colored" Methodist Church all on land owned by George W. Gaines, a former confederate soldier serving as a Lt., Co. D, 17<sup>th</sup> Virginia Infantry, the Fairfax Rifles.<sup>4</sup> The "Colored" School and Church were established on Gaines property by at least

### House History... - continued from pg. 1

1879.<sup>5</sup> Gaines had purchased the land in 1873 and 1874 from Bleeker Canfield, another New Yorker, and a strong and well-known Union loyalist.<sup>6</sup> George Gaines sold the School House land to the Fairfax School Board in 1882.<sup>7</sup> In 1950, the Fairfax County School Board sold the long abandoned school lot to the Fairfax Memorial Association – now the Fairfax Cemetery.<sup>8</sup> The “Colored” Methodist Church, which fronted along Main Street directly in front of the “Colored” School, was torn down in 1920.<sup>9</sup> Everly Funeral Home acquired the site in 1967 from Marion H. Earle, a relative of Gaines.<sup>10</sup> The former church site is now part of the Everly Funeral Home parking lot.

The small white frame building, known as 10645 Main Street, was constructed in 1904 by Robert Walton Moore. R. Walton Moore was one of the more prominent men in Fairfax at the time. He was President of the National Bank of Fairfax, a member of the Vestry for Truro Episcopal Church, a Virginia State Senator, and a Representative to the US Congress from Virginia.

Moore had acquired the property from the estate of his father, Thomas Moore, in 1904.<sup>11</sup> Fairfax county land tax records show that there were no improvements on the property prior to 1905 indicating that Moore is the probable builder.<sup>12</sup> Supporting this date is the analysis of Chris Martin, Historic Resources Director for the City of Fairfax. “The small building dates from c. 1904 and retains many characteristics of that era, including its relative small size, original stone foundation, cross-gable standing-seam metal roof, scrollwork porch brackets, rake board on the eaves, and some original window trim on the interior despite major interior alterations due to multiple commercial uses.”

In 1905, Moore sold the property to Frederick B. Hubbell & John R.T. Garrett.<sup>13</sup> Both Hubbell & Garrett



Mill Managers House, 10645 Main St., Fairfax VA  
built 1904

Garrett as the General Passenger Agent.<sup>14</sup> Hubbell & Garret made additional improvements to the property constructing

a barn and/or storage building in 1906 for the West Falls Church Milling Co.<sup>15</sup> It is not clear whether Hubbell & Garrett were connected with the company directly, or just merely leased the property to them. In December 1907, Hubbell & Garret sold the house and lot to Fillmore M. & Carrie Brist of Wisconsin.<sup>16</sup> F.M. Brist, as he was known, was a Union veteran of the Civil War, perhaps the youngest documented veteran of that war. Lying about his age, he enlisted with his father in the 1<sup>st</sup> Wisconsin Cavalry.<sup>17</sup> The Brist had come to Fairfax about 1905. In February 1907, F.M. Brist purchased the Fairfax operation of the West Falls Church Milling Co. located at the terminus of the W.A. & F.C. Railway.<sup>18</sup> He and his wife lived in “large new building at the terminus of the Electric Railroad.”<sup>19</sup> Brist also operated his store from the depot and his feed/milling business across the street. Brist served as the Station Manager of the Electric Depot, selling tickets from his store. Barely six months, later the Electric Depot was completely destroyed by fire. The Brist were lucky to escape with their lives and nothing of value was saved. The Brist expressed their thanks to the people of Fairfax for their assistance in a letter published in the Fairfax Herald.<sup>20, 21</sup>

Not wanting to try and rebuild, F.M. & Carrie Brist sold their home to Rufus D. & Harriet L. Webster in January 1909.<sup>22</sup> Rufus Webster established The Fairfax Livery on the same site as the earlier Feed & Milling business. He offered “Good Horses and Good Buggies” and “All Kinds of Mill Feed.” Additionally, Rufus wanted everyone to know that he was accessible as he had a “Phone connection with Barn and House.”<sup>23</sup> About the same time Rufus Webster was starting his business, R.H. Scroggins organized the Fairfax Milling Co. right next door just to the west of Webster.<sup>24</sup> In June 1908, the Scroggins purchased the home and lot now known as 10649 Main Street, which had been constructed in 1907 by Edward B. Rector, a Switchman for the Railroad.<sup>25, 26</sup>

The two businesses operated harmoniously side-by-side for the next several years. In 1909, Scroggins moved his family to a larger home and farm just outside of the town limits adjoining the home of S.R. Donohoe. He sold his “town” home to Wilbur L. Jerman but continued to manage the Mill and Feed operation.<sup>27, 28</sup> Jerman was a dealer in Agricultural Implements and used a portion of the site for that purpose also storing equipment in the Webster barn. In December 1909, the Webster’s suffered a disastrous fire. Their barn and all its contents, including some of Jerman’s farm machines, was consumed. Rufus Webster was so distraught that he suffered a stroke and died just two weeks later. The fire was apparently a hardship on Wilbur

Jerman as well. He quickly sold his house to Clarence & Ethel Hollister.<sup>29, 30, 31</sup> The Rufus Webster estate was sold to Charles & Gertrude Broadwater. Broadwater was a native of Fairfax and continued in the feed and milling business on the site until 1919.<sup>32, 33</sup>

In 1919, Clarence and Ethel Hollister purchased the site thereby consolidating 10645 & 10649 Main Street.<sup>34</sup> The Hollisters attempted to continue in the Feed, Milling and Implement business but without much success. In 1922, they sold the entire operation to Miller S. & Anna M. Kielsingard. The Kielsingards began what was to be the most successful business on the site – Fairfax Feed and Supply. In addition to operating a store, Miller Kielsingard also delivered ice, milk and coal to area families until his death in a car accident in 1955.<sup>35, 36</sup>

The property was then sold several more times until the present owner, Daniel Michael Keenan, acquired it in 1987.<sup>37</sup> The Keenans operated Keenan Heating & Air Conditioning from the adjoining site, 10629 Main Street, for many years.

Recently, the small white frame house at 10645 Main Street has been the home of T-Shirts, Etc.

**Chain of Title**

1999-Present	10645 Main Street LLC
1987-1999	Daniel Michael Keenan
1986-1987	Martin E. & Mary Turk
1969-1986	Weldon & Doris Weaver & Lou & Iva Cook
1955-1969	Frederick T. & Alice Kielsingard, Brammel M. & Colleen B. Kielsingard & Miller S. & Phyllis J. Kielsingard
1922-1955	Miller S. & Anna M. Kielsingard
1919-1922	Flora Ethel Hollister
1912-1919	Charles Fox & Gertrude Broadwater
1911-1912	Frederick B. Hubbell & John R.T. Garrett
1909-1911	Rufus Durkee & Harriett Lucretia Webster
1907-1909	Fillmore Marion & Carrie S. Brist
1905-1907	John R.T. Garrett & Frederick B. Hubbell
1904-1905	Robert Walton Moore
1892-1904	Thomas Moore
1842-1892	William T. Rumsey
1835-1842	Thomas R. & Anna R. Love
1829-1835	George W. Gunnell
1818-1829	Charles & Ann Maria Ratcliffe
1786-1818	Richard Ratcliffe
1758-1786	James Moore
1727-1758	William Moore

**(Footnotes)**

<sup>1</sup> Tennyson, E.L., *The History of Arlington County's Electric Railways*, Arl. Co. Hist. Soc., v7, #4, p. 39, c. Oct. 1987.  
<sup>2</sup> Fairfax Herald, December 2, 1904, p.3.

<sup>3</sup> WB H2, p. 87, Fairfax Co. Cir. Ct. Archives (F.C.C.C.A.), Fairfax VA.  
<sup>4</sup> Johnson, William P., II, *Brothers and Cousins: Confederate Soldiers and Sailors of Fairfax County, Virginia*, c. 1995, Iberian Publishing Co., Athens, GA.  
<sup>5</sup> Hopkins, G.M., *Atlas of Fifteen Miles Around Washington: Including Fairfax and Alexandria Counties*, c. 1879, Philadelphia, PA.  
<sup>6</sup> DB P4, p. 149, January 9, 1873 & DB R4, p. 361, December 16, 1874, Fairfax Co. Cir. Ct. Archives, Fairfax, VA.  
<sup>7</sup> DB B5, p. 310, July 5, 1882, F.C.C.C.A, Fairfax, VA  
<sup>8</sup> DB 758, p. 355, March 11, 1950, F.C.C.C.A, Fairfax, VA  
<sup>9</sup> Fairfax Herald, March 12, 1920, p. 3.  
<sup>10</sup> DB 2868, p. 625, February 24, 1967, F.C.C.C.A, Fairfax, VA.  
<sup>11</sup> DB R6, p. 96, December 19, 1904, F.C.C.C.A, Fairfax, VA  
<sup>12</sup> Fairfax County Land Books 1900-09, F.C.C.C.A, Fairfax, VA.  
<sup>13</sup> DB R6, p. 94, February 6, 1905 F.C.C.C.A, VA  
<sup>14</sup> Fairfax Herald, February 22, 1907, p. 3.  
<sup>15</sup> Fairfax County Land Books 1900-09, F.C.C.C.A, Fairfax, VA.  
<sup>16</sup> DB Y6, p. 260, December 31, 1907 F.C.C.C.A, Fairfax, VA  
<sup>17</sup> Fairfax Herald, July 9, 1909, p. 2.  
<sup>18</sup> Fairfax Herald, February 7, 1908, p. 3.  
<sup>19</sup> Ibid 18.  
<sup>20</sup> Fairfax Herald, December 11, 1908, p. 3.  
<sup>21</sup> Fairfax Herald, December 18, 1908, p. 3.  
<sup>22</sup> DB B7, p. 232, January 9, 1909, F.C.C.C.A, Fairfax, VA.  
<sup>23</sup> Fairfax Herald, March 26, 1909, p. 2.  
<sup>24</sup> Ibid 23.  
<sup>25</sup> DB Z6, p. 518, F.C.C.C.A, Fairfax, VA.  
<sup>26</sup> US Census 1920, Alexandria, Alexandria Co., VA, pg. 1.  
<sup>27</sup> Fairfax Herald, April 9, 1909, p. 3.  
<sup>28</sup> DB F7, p. 29, October 30, 1909, Fairfax Co. Cir. Ct. Archives, Fairfax, VA.  
<sup>29</sup> Fairfax Herald, December 3, 1909, p. 3.  
<sup>30</sup> Fairfax Herald, December 24, 1909, p.3.  
<sup>31</sup> DB F7, p. 32, March 1, 1910, F.C.C.C.A, Fairfax, VA.  
<sup>32</sup> DB O7, p. 527, November 20, 1912, F.C.C.C.A, Fairfax, VA.  
<sup>33</sup> Fairfax Herald, Various Issues.  
<sup>34</sup> DB K8, p. 271, March 14, 1919, F.C.C.C.A, Fairfax, VA.  
<sup>35</sup> DB Y8, p. 5, June 12, 1922, F.C.C.C.A, Fairfax, VA.  
<sup>36</sup> Fairfax Herald, Various Issues.  
<sup>37</sup> DB 6833, p. 1177, August 28, 1987, F.C.C.C.A, Fairfax, VA.



**FAIRFAX FAST FACT:**

Before 1934, Rt. 50 between Fairfax Circle and Kamp Washington did not exist. Think of where PJ Skidoos, the 29 Diner, Paul VI HS are! Before 1934, travelers used to have to drive up Old Lee Highway (the Falls Church Road) to Main Street (Little River Tpke.) in downtown Fairfax, and then on to Kamp Washington. In 1931, the Virginia General Assembly authorized the construction of "The Fairfax Cut-Off."

Fairfax, Virginia, August 2003-

Message from the President:

Congratulations are in order to the HFCI Board! At the City of Fairfax Volunteer Service Awards on September 29<sup>th</sup>. HFCI was selected to receive the City's Group Award for the work they did in 2002. This Board should be commended for all the goals they have accomplished this year. Congratulations also to former President of HFCI, Pat Pflugshaupt, who received the City's top award of Citizen of the Year for all her work with HFCI.

Some of our accomplishments this past quarter include the approval by the City Council of the Blenheim Estate Master Plan on October 14<sup>th</sup>. Work will begin on the restoration of the Blenheim Mansion and the building of the new Interpretative Museum Center as soon as next Spring. The grand opening is scheduled to coincide with the City's bicentennial birthday in 2005.

HFCI's other bicentennial project is the restoration of the Ratcliffe Cemetery on Moore Street in the City. It is believed that this may be the burial place of Richard Ratcliffe, our City's founder.

Our Historic Property's Register Committee is actively working to identify all of the historic properties in the City. So far they have 85 properties on their list. Could your home be one of those historic sites? Please call Ed Trexler, Chair, if you have information concerning historic properties.

Our Capital Campaign Committee has identified locations for all our recognition items, which were pledged during the opening of our campaign. The bricks, planters and benches will be placed at the Museum and Visitors Center and the Memorial Garden will have a place of honor at the new City Hall. It's not too late for you to make a pledge towards our capital campaign with an item in your or your family's honor. Call our Chairman, David Meyer, for more information.

Our new Website is off and running and if you would like to keep in touch with all the news and

happenings of HFCI just dial into [www.fairfaxva.gov/host/hfci/index.asp](http://www.fairfaxva.gov/host/hfci/index.asp).

We congratulate Mike and Cynthia Pappas on the purchase of Hope Farm (Roberts/Chichester House) which was featured in our Spring issue of this newsletter. HFCI is delighted to be in close touch with them as consultants as they renovate this very historic property on Chain Bridge Road. They invite you to stop by and watch the progress and if you have a minute help them pull some weeds!

It is with much regret that we accept the resignation of one of our very treasured members, Pat Brown. Pat has served on the Board for over 10 years but as President of ISCC and other commitments Pat is a busy lady. Pat says to our Board, "I wish you every success in your work ahead as "keepers of the Flame;" a flame that burns within all who wish to see Historic Fairfax City, Inc. achieve the goals of preserving the treasures that grace the landscape of the City of Fairfax and tell their own stories of a glorious past." Pat, we will miss you!

As usual I will close my column by thanking all that have contributed by working or by making donations to helping HFCI achieve our goals, and to you new members. Please fill out the attached membership form if you have not already joined for this year. We will be selling the lovely White House Christmas ornaments as a fund raiser at the various events this fall, or call any of our members if you are interested.

Hope to see you at the October 30<sup>th</sup> HFCI General Meeting at Old Town Hall. Come and introduce yourself to us, and if you have any questions feel free to call me at 703-591-5305 or e-mail me at [hilcarn31@aol.com](mailto:hilcarn31@aol.com).

Hildie Carney, President  
Historic Fairfax City, Inc.

**Visit us on the web:**

<http://www.ci.fairfax.va.us/Host/hfci/index.htm>

## Getting To Know You

HFCI Board Member G. William Jayne



Bill is our newest member, having been elected to the Board in 2002. He is not, however, new to HFCI or to the work of the HFCI. He is currently on the Blenheim Master Plan Committee, the recently formed Outreach Committee, as well as advisor

to HFCI's Ratcliffe Cemetery project.

His work on the Blenheim Master Plan began in 1999 when the Blenheim Estate was purchased by the City of Fairfax. A task force was appointed by the Mayor to determine how best to use this 12 acre tract in the heart of the City. Bill was the primary architect of the plan for what will now be the Blenheim Civil War Museum and Interpretative Center.

His interest in historic sites spills out of his work for the Department of Veterans Affairs', National Cemetery Administration. As Director of the State Cemetery Grants service he administers funding for the establishment of new state veteran's cemeteries.

Bill served as a member of the Board of Advisors of the Vietnam Veterans Memorial Fund and was a member of the Department's Advisory Committee on Readjustment of Vietnam Veterans. He was a rifleman with the 26<sup>th</sup> Marine Regiment in Vietnam and received the Purple Heart and the Combat Action Ribbon.

Bill lives in Fairfax with his wife Randy. They have a son and daughter. We are most fortunate to add Bill to our Board and welcome his expertise!

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Our goods are right, our prices and terms are right,  
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We have just landed one car of

**"HAYDOCK" BUGGIES**

with a better wheel than ever, and you know what the old one was.

**Every Laprobe & Horse Blanket in our Store**  
**Positively at Cost.**

**Chas. F. Broadwater**

Fairfax, ..... Vienna, Va

Charles Fox Broadwater (1870-1940) operated a variety of businesses in Fairfax during his lifetime. In 1914, Chas. F. Broadwater's was located west of the Fairfax Cemetery directly across from the Electric Depot (now Railroad Ave). Charles Broadwater served on the Town Council 1914-1915 & 1922-1923. Ad appeared in Fairfax Herald, May 22, 1914, p. 2.

# Blenheim Master Plan Approved by City Council

by Chris Martin, Historic Resources Director

At their October 14 meeting, the City Council gave the green light for implementing a master plan for the historic Blenheim estate. The fast-track completion of the project is scheduled for late 2005 as a key component in the City's bicentennial celebration.

The master plan was refined extensively over the last few months, with direction provided by HFCI's Blenheim Subcommittee, chaired by David Meyer. Other committee members include HFCI President Hildie Carney, Bill Jayne, Mick Frasier, and Andrea Loewenwarter. The plan includes stabilization and restoration of major house elements, site landscaping to accommodate limited parking and visitor access, preservation of Grandma's Cottage and the family cemetery, and relocation of the Krasnow Barn to the site.

A feature component of the master plan is a new interpretive center building which will be the contact point for arriving visitors and house many functions, including restrooms, gift shop, orientation area, administrative space and exhibition space. A planned interactive, re-creation of part of the Blenheim attic will allow full ADA access and accommodate school groups interested in the famous attic soldier inscriptions.

The schedule for upcoming months includes archaeology in areas that will be disturbed by new construction, interpretive exhibition planning, landscape design, and design for the new interpretive center building. Construction will begin in late 2004 and will continue until the project's completion in 2005.



## Quote-worthy

"Cancel the subscriptions or get the hell out."

- Albert Moss, 1861

Fairfax County Circuit Court Clerk  
Speaking on the number of Fairfax residents having a subscription to the New York Tribune - which was strongly abolitionist.

## HFCI MEMBERSHIP APPLICATION/ RENEWAL

*HISTORIC FAIRFAX CITY, INC. is a non-profit corporation (501©(3) organization)*

### Membership Classifications:

- Class A Individual .....\$25.00
- Class A-1 Additional Household Member .....\$10.00
- Class B-1 Non-profit Organizations .....\$35.00
- Class B-2 For profit Organizations .....\$50.00

Enclosed is my tax-deductible membership application and check made out to Historic Fairfax City Inc. for: \$ \_\_\_\_\_

Name or Organization: \_\_\_\_\_

Telephone #: \_\_\_\_\_

Contact name: \_\_\_\_\_

e-mail: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Return to: Historic Fairfax City, Inc.,  
Attention: Membership Committee  
10209 Main Street  
Fairfax, VA 22030



## Announcements

Fall General Meeting of Historic Fairfax City, Inc.  
Thursday, October 30 at Old Town Hall at 7:30PM.  
Open to anyone. Please plan to attend.

# Advertisements

**THE**  
**FAIRFAX LIVERY,**  
 BOARDING AND FEED

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**STABLE**

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AT THE BEST PRICES POSSIBLE.

**R. D. WEBSTER & SON,**  
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Phone connection with Barn and House.      Opposite Electric Station.

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**Seasonable Suggestions.**

Rufus Durkee Webster (1839-1909) operated The Fairfax Livery in 1909. The business was located west of the Fairfax Cemetery directly across from the Electric Depot (now Railroad Ave.) His business burned in 1909. The shock was too much for Rufus, he suffered a stroke and died just two weeks later. Ad appeared in Fairfax Herald, March 26, 1909, p. 2.

**J. Cooper,**

**FAIRFAX C. H., VA.**

HAS IN STOCK THE

**Different Sizes of Reliable Huckster or Road**  
**WAGONS,**

(hand made) to select from.

Also agent for the best  
 Farm Wagon made. The  
 Hubs are made of locust,  
 the rims and ends of spokes soaked in oil, and driven  
 in glue in the hub; made in Salem, Va. Call and see  
 sample.



**Carriages and Buggies**  
 ordered from factory as wanted. **REPAIRING,**  
**PAINTING and TRIMMING** at short notice.

Thanking my friends and the public generally for  
 their patronage during the latter part of the 19th cen-  
 tury, I respectfully ask for a continuation of the same  
 at the beginning of the 20th.

March 15, 1901.

Joseph Cooper (1837-1908) operated Cooper's Carriage Shop in Fairfax for approximately 60 yrs. until his death. Known simply as *Cooper's Shop* the business was located directly behind the old Fairfax Courthouse on the corner of Main and West St. Ad appeared in Fairfax Herald, May 10, 1901, p.2.

*"Committed to Excellence"*

Return Address - Historic Fairfax City, Inc.  
Hildie Carney, President  
10209 Main Street  
Fairfax, VA 22030



## The Newsletter of Historic Fairfax City, Inc.

The Fare Facs Gazette © 2003  
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