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*"Fare Fac - Say Do"*

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# The Fare Facs Gazette

The Newsletter of Historic Fairfax City, Inc.

Volume 5, Issue 2

Spring 2007

## The Bond & Simmons Families of Hyannis, Massachusetts and Cedar Avenue, Fairfax, Virginia



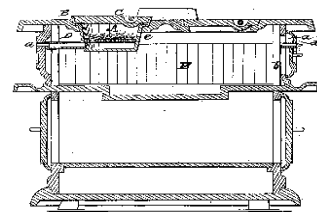
The Cedar Avenue neighborhood was established in 1904 and is the oldest residential neighborhood in the City of Fairfax. Many of the homes along Cedar Avenue date from the early 20<sup>th</sup> c. Before then, like most areas in Fairfax, this area was devoted exclusively to agriculture. In the mid 19<sup>th</sup> century, the land around Cedar Avenue was part of a medium-sized (177-acre) farm owned by Nathan and Alice Bond.

Nathan Oscar Bond was born in Worcester, MA in 1836. He was a Union veteran of the Civil War, and although a native of Massachusetts, he enlisted with an Illinois regiment. As a young man, he did not like the name Nathan so he went by his middle name, Oscar. He enlisted as a Musician in the 13<sup>th</sup> Illinois Infantry under the name Oscar N. Bond. After the war, Nathan

returned home and operated N.O. Bond Hardware in Hyannis, MA. In 1866, he sold this business to Alexander G. Cash. Cash took on a partner, Myron G. Bradford in 1886.<sup>1,2</sup> The business, now known as Bradford's Hardware, is still in operation as of 2007 and is one of the oldest businesses in Hyannis. Nathan married Alice Binda Simmons in 1868. Alice was the daughter of a wealthy clipper ship Captain, Lemuel Baker Simmons and Eliza A. Simmons.

In addition to operating the Hardware store, Nathan O. Bond was also an Inventor. From 1866 to 1910, he is known to have patented at least a dozen common household items, including a Washstand, a Doorstop, and a Match Safe.<sup>3</sup> In 1868, Nathan came up with one of his earliest inventions, a *Summer Stove*. A Summer Stove was small attachment to large wood or coal fired cook stoves then in use. As houses were without air conditioning at the time, Nathan's invention allowed the homeowner to make a much smaller fire, thereby greatly reducing the heat generated.<sup>4</sup> Nathan formed a company and a foundry in Hyannis, perhaps with the assistance of his wealthy father-in-law, to manufacture his new device.<sup>5</sup> Unfortunately, the business failed.

N. O. BOND,  
Summer Attachment for Stoves and Furnaces.  
No. 85,054. Patented Dec. 22, 1868.



*Witnesses  
H. W. Wagon  
& C. Carter*

*Inventor  
N. O. Bond  
for himself  
& assigns*

Patent No. 85,054, issued December 22, 1868 to  
Nathan O. Bond, Hyannis, MA.  
United States Patent Office, Wash., DC.

Fairfax, Virginia, May 2007-

Greetings from the President--



On May 5<sup>th</sup>, HFCI held its 4<sup>th</sup> Homes Tour as an event with Spotlight on the Arts. It was a huge success. I hope many of you were able to attend this event. The Tour began at Truro Episcopal Church and busses took tour participants to 6 private homes in the City. Truro Church had the historic Gunnell House open for this event. The Gunnell House was the site of the famous Mosby raid on March 8, 1863.

A lot of people helped to make this event a success. I would like to thank Pat Pflugshaupt who Co-Chaired this event with me and the Homes Tour Committee members. I have listed these Committee members below.

HFCI could not have had such a successful Homes Tour without the help of some other groups. First Truro Church hosted the Homes Tour at their campus. They also had the historic Gunnell House open. This House was furnished with period furniture and old portraits. It looked a lot like it did in 1863. The 17<sup>th</sup> Virginia Infantry was the docents for that day at the Gunnell House. We even had a visit from Antonio Ford portrayed by Council Member, Patrice Winter. Sandy and Harry Wilbur made historic exhibits of the Gunnell House for this event. These exhibits were donated to Truro Church. I would like to thank Kathy Elliott and Doug Lemasters at Truro for their help with this Homes Tour.

Seven local garden clubs decorated these homes and the Gunnell House with beautiful floral arrangements. A big thanks to each garden club.

Karen Stevenson

## Getting To Know You

HFCI Board Member Betsy K. Rutkowski



Betsy Rutkowski has been on the HFCI board since 2001. She is currently HFCI's Secretary and records the minutes of all Board Member meetings which is no small task. She also has been an active member of the Historic Homes Tour Selection Committee. Thanks to Betsy for helping to select outstanding homes for three of our tours.

Betsy's historic home was on HFCI's Homes Tour in 2002. She and her husband Mike purchased a historic home on Roberts Road in December of 2001 called *Aspen Grove*. This house may date back to the late 1700's, although Fairfax Tax records state 1850. The house was owned by the Sager Family during the Civil War but was damaged during the war by soldiers. Since acquiring *Aspen Grove* in 2001, Betsy and Mike have completed a lot of renovations keeping the integrity of this historic home. It is decorated with a mix of new and antique furnishings. It is being featured on the current popular television show, "If Walls Could Talk.."

Betsy moved to the Washington area from Pittsburgh, Pa. in 1991 to work with United Airlines in the Sales and Marketing division. After September 2001, Betsy was furloughed. She then took this opportunity to pursue a dream of opening her own business. Circa Home & Garden a home furnishings store opened in July 2002 after major renovations of the old Nickells Hardware warehouse. In January 2005, she was called back to United Airlines in the role of Sales Manager of Virginia. However, she still continues to own Circa Home & Garden.

Betsy has been active in other organizations in the City of Fairfax. She is currently President of "Destination Fairfax" which is an organization of local downtown businesses. With the new development for Old Town Village she is working on new opportunities for Circa and the local businesses.

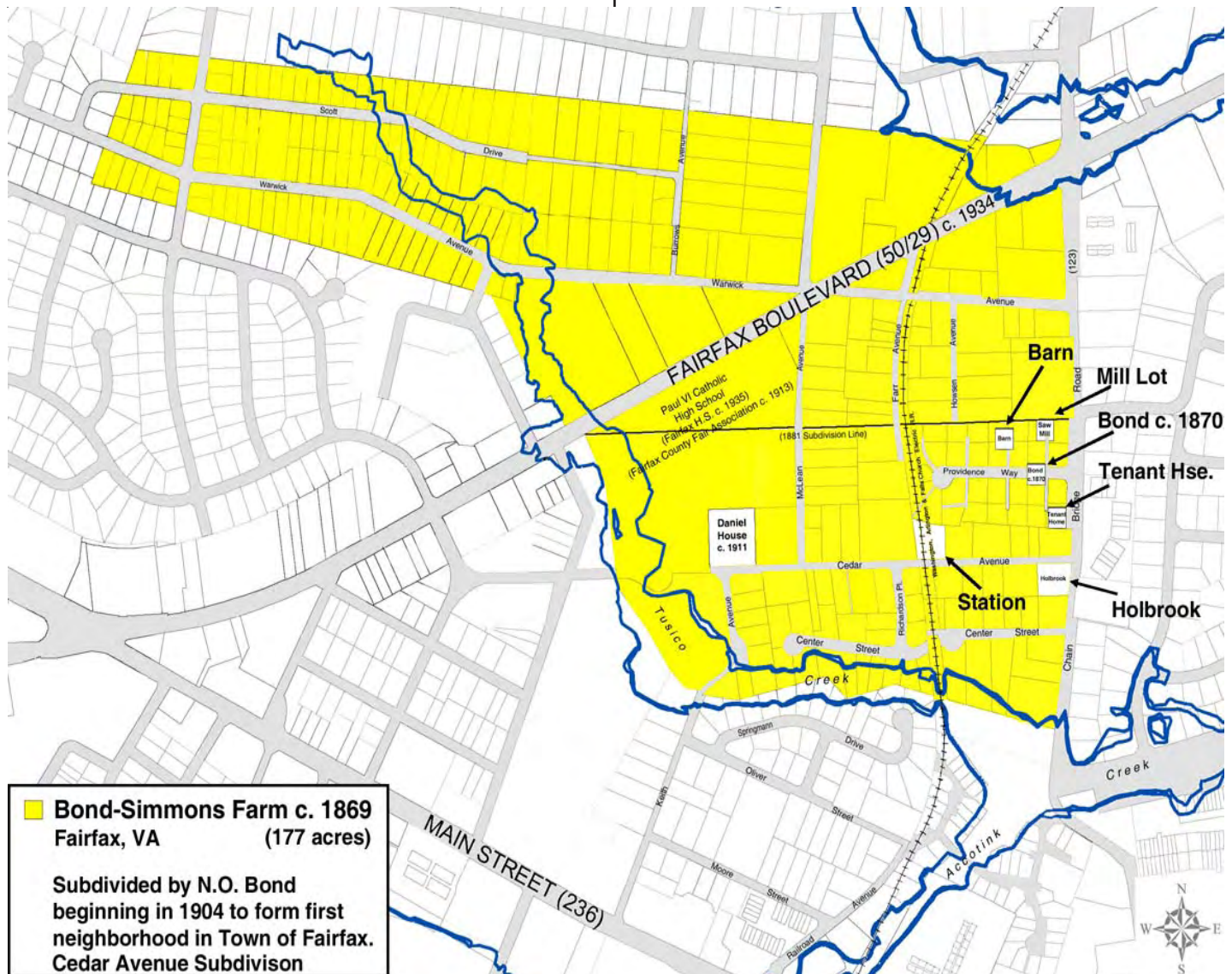
Betsy's dedication to preservation has made her a valuable member of the HFCI Board. We thank her for all her hard work.

In November 1869, Nathan and Alice Bond moved to Fairfax and purchased 177-acres of land along Chain Bridge Road one mile north of Fairfax Court House.<sup>6</sup> In 1870, the Bond's constructed a substantial home on their property fronting on Chain Bridge Road where the Providence subdivision is now located.(see map below)<sup>7</sup>

While in Fairfax, Nathan continued to invent. During this time he designed his most ambitious patent – a Wave Power Machine.<sup>8,9,10</sup> This device harnessed the wave action of the Atlantic Ocean to pump water onto the dusty streets of Ocean Grove, NJ. In 1889, Nathan formed the Bond Wave and Tide Force Company and installed his machine under the pier at Ocean Grove, NJ. His invention,

complete with illustrations, appeared on the cover of the September 28<sup>th</sup>, 1889 issue of *Scientific American* magazine.<sup>11, 12</sup> Unfortunately, in 1893, a series of Atlantic storms wrecked the pier and his invention. This company, too, went out of business.<sup>13</sup>

In addition to his role as farmer and inventor, Nathan Bond was also a real estate agent in Washington, D.C.<sup>14</sup> His many visits to the United States Patent Office in Washington, DC may have brought him into contact with General William McKee Dunn, Judge Advocate General of the United States Army. General Dunn had served as a Congressman from Indiana during the Civil War. While in Congress, Dunn was chairman of the House





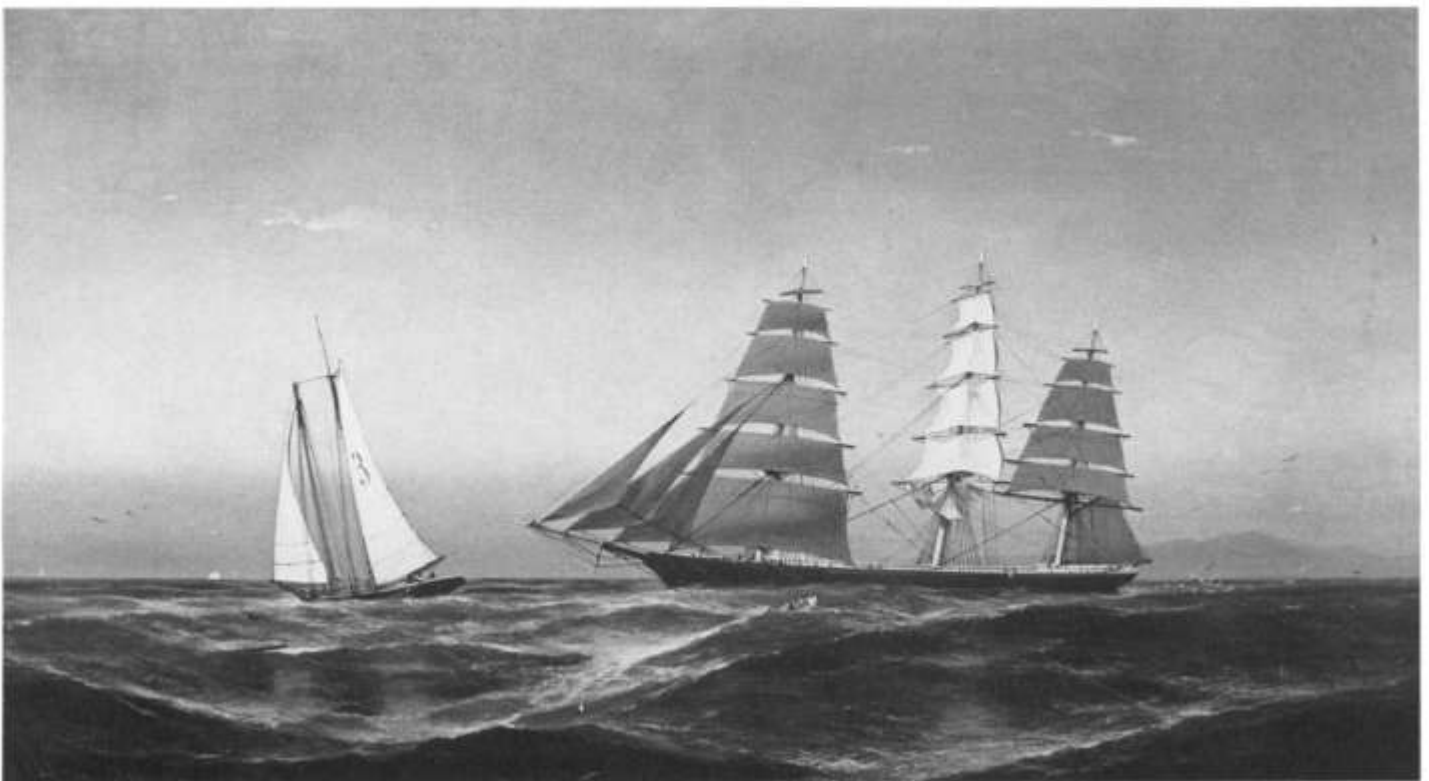
Committee on Patents. In 1886, Dunn formed a real estate development partnership with the then U.S. Representative from Massachusetts, George Bailey Loring. Together, they purchased 600-acres of land in Fairfax County on the Washington, Ohio & Western Railroad, later to become known as the Washington and Old Dominion Railroad. In 1887, they subdivided a portion of this land into one of the earliest platted subdivisions in Fairfax County. They called their town Dunn-Loring. Nathan Bond was the sales agent for the Loring Land Improvement Company.<sup>15</sup>

In 1871, Alice Bonds' father, Lemuel B. Simmons, retired from a life at sea and moved to Fairfax with his wife Eliza A. Simmons. Nathan and Alice sold the entire 177-acre farm to the Simmons' when they arrived.<sup>16</sup> Most likely the family resided together in the same home, although there was at least one additional tenant house on the property near Chain Bridge Road.

Lemuel Baker Simmons was born in Massachusetts April 19, 1802. He went to sea at the age of 11 and by the age 19, was the Captain of his own vessel. In 1855, he

was Master and part owner of the brand new medium clipper ship, *War Hawk*. The *War Hawk* was constructed in Newburyport, MA by George W. Jackman, Jr. under the direct supervision of Lemuel Simmons. She was completed in January 1855 and towed to Boston, MA for commissioning.<sup>17</sup> In March 1855, the *Boston Daily Atlas* described the ship in fine detail:

*"The War Hawk is unquestionable strong and beautiful, and, so far as we are qualified to give an opinion, we think she will prove as fleet as most vessels of her capacity. She is 182½ feet long between perpendiculars on deck, 193 over all, has 37 feet breadth of beam, 23 feet depth of hold, including 8½ feet height of between decks, 1 foot dead rise at half floor, 3 feet 8 inches sheer, 12 inches rounding of sides, and registers 1074½ tons. Opposite the foremast she is 35 feet wide, and across the stern 26 feet 8 inches. ...her bow*



**Warhawk Taking Pilot**, 1880, Gideon Jacques Denny, Oil on canvas, 20" X 36". Collection, Society of California Pioneers, San Francisco, CA

*terminates smack-smooth without head or trailboards, and is ornamented with the representation of a war-hawk on the wing. ...She is sheathed with yellow metal up to 19 feet, above there is painted black, and inside white. ... Her after house is 41 feet long, 23 wide and 7 high, is partly built into a half poop deck, and contains two beautiful cabins and an ante-room. ... The after cabin is 13 feet long and 9 wide, is tastefully wainscotted, and enamelled white, set off with gilded mouldings and flower work. On its starboard side aft is the captain's cabin, fitted in the best style of marine art, and, on each side before it is neat stateroom. On the larboard side aft, is a wash room, &c., and between it and the captain's cabin, a staircase, which leads to the poop. Before the two staterooms there are two richly covered sofas, in recesses, with gothic arched mirrors in the back ground; and in the centre of the cabin is a marble table. An oblong square skylight throws light and ventilation over the whole apartment, and the staterooms are also well lighted and ventilated. The forward cabin is fourteen feet long and ten wide, and is wainscotted with satin wood, white ash, and mahogany, relieved with gilding. It contains the pantry and staterooms, is elegantly furnished, and is lighted and ventilated in the same style as the after cabin. The ante-room contains apartments for the mates, and protects the entrance to the cabin amidships. Her cabin accommodations, considering their space, could not have been designed better, or furnished with finer taste...." 18*

Between 1855 and 1871, the *War Hawk* made ten passages 'round the Horn' from Boston and New York

to San Francisco, a trip which averaged 134 days at sea.<sup>19</sup> Lemuel Simmons was confident enough in her construction that he took his wife, Eliza, on the maiden voyage to San Francisco.<sup>20</sup> From San Francisco, many clipper ships, including the *War Hawk*, ventured further west to ports in China, via Hawaii, for a load Tea, spices or other more exotic cargo.

In the late 1850's, the *War Hawk* was involved in the lucrative, but despicable *Coolie and Guano Trades*. Next to the slave trade, this was the saddest chapter in the history of sail. The Coolie Trade involved the transport of Chinese contract laborers, or Coolies, as they were called, to such places as the American West and Cuba. Worse still was the Guano Trade which involved the transport of Coolies to Callao, Peru. Here, on three small islands off the coast, Coolies were forced to mine bird Guano used as a fertilizer in the United States.

Initially, Coolies were lured by inducements of good pay, clothing, ample food, free medical care and land of their own. These were all lies and word quickly spread back to China. Afterward, most Coolies were, in fact, slaves that had been kidnapped and forced into such servitude. The conditions under which these workers toiled were hellish. After the clipper ships delivered these workers to port, they would wait with as many as 100 other ships for their turn to be loaded with Guano directly from the sea cliffs. An American passenger on one of these ships described the scene as follows:

*"...with their yards cock-billed, and rolling their royal masts almost against the face of the rock, all covered with guano, you would hardly recognize some of the finest clippers, that before they left New York and Boston were praised in the papers, visited by ladies, and, instead of guano, had their cabins perfumed by champagne."*<sup>21</sup>

For the clipper ship captains and their owners this trade was as irresistible as it was detestable. On reaching port, the average Coolie could bring as much as \$150 each in profit for the ships owners. In 1856, the *War Hawk*

picked up a load of 610 (another source indicates 900) Coolies in Swatow, China and transported them to Havana, Cuba. On arrival Captain Simmons reported the “loss” of 46 enroute. Therefore, the profit to the owners of the vessel on this one voyage was at least \$80,000 – a vast sum in those days. Of the “losses” Captain Simmons referred to, the *New York Times* wrote:

*“Havana, Thursday, July 17, 1856, On the 13<sup>th</sup> inst. Arrived the American ship War Hawk, Capt. Lemuel B. Simmons, 108 days from Swatow [sic] and St. Helena, having a cargo of 568 Asiatics, under the usual fictitious contracts for eight years’ service. The vessel was put in quarantine for twenty-four hours, and commenced discharging her cargo on the 15<sup>th</sup> inst. 610 subjects were put*

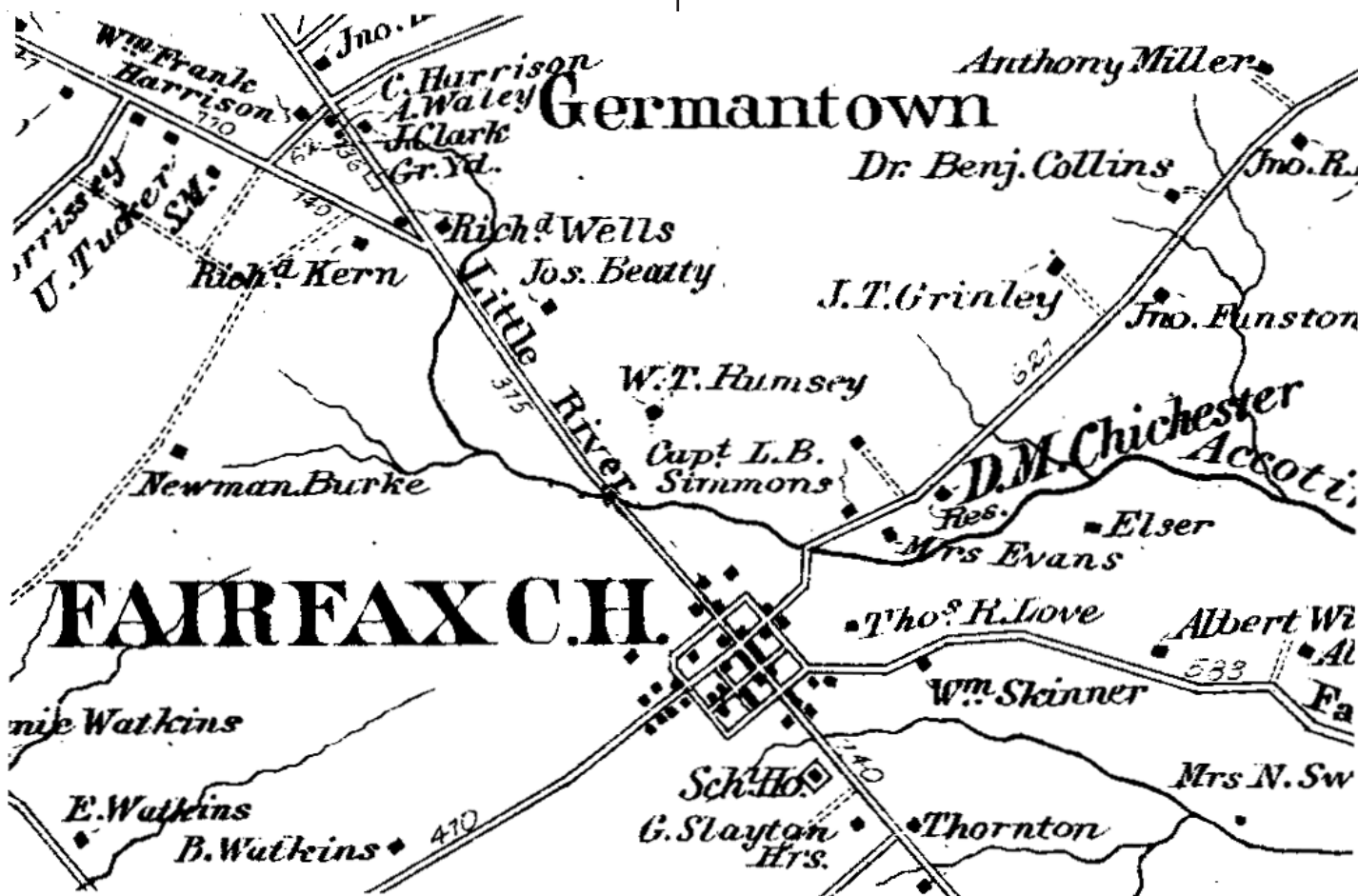
*on board of the vessel; 42 killed themselves by jumping overboard, or with poison, always secreted about their persons; one or two died of disease usual on board of a crowded vessel.”*<sup>22</sup>

Of the trade practice Captain Simmons indicated that he had:

*“...become so disgusted with it that nothing could induce him to accept another charter of the kind.”*<sup>23</sup>

The *War Hawk* did to continue to engage in the lucrative Coolie and Guano Trade.<sup>24</sup>

Captain Simmons appears to have turned over command of the *War Hawk* to his son Levi L. Simmons in



1878 Hopkins Map of Fairfax



1863 in favor of other pursuits. He did retain ownership of the vessel however. In 1868, he was elected to the Massachusetts House of Representatives from Barnstable where he served one term. In addition to his maritime career, he was also a lifelong Mason.<sup>25, 26</sup>

In 1871, the *War Hawk* was sold to S.L. Mastick & Co., of San Francisco, CA and used to carry lumber from their saw mill at Discovery Bay, Port Townsend, WA, to San Francisco. On April 11, 1883 the *War Hawk* caught fire, burned and sank in Discovery Bay, WA.<sup>27, 28</sup>

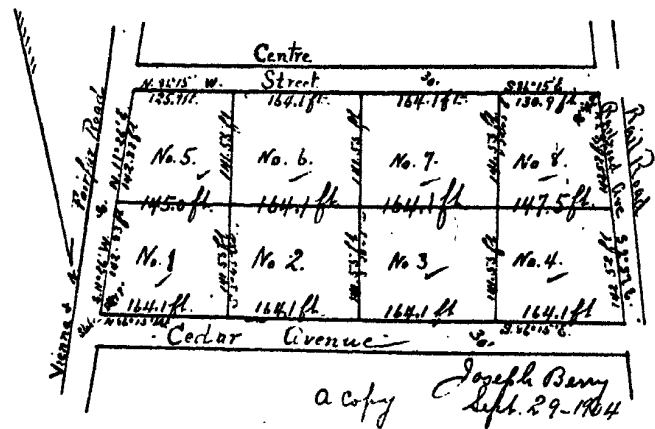
After selling the *War Hawk*, Lemuel and Eliza Simmons moved to Fairfax, VA in June 1871 to join their daughter, Alice B. Bond and her husband Nathan.<sup>29</sup> Lemuel became a Dairy Farmer. In 1879, he added a portable saw mill to his property and set aside approximately one acre for this purpose. This small parcel, which became known as the “Mill Lot”, was located near Chain Bridge Road.<sup>30</sup>

As a retired Sea Captain, he was afforded a great deal of respect in Fairfax and was always referred to as *Captain Simmons*. He almost certainly enthralled his new neighbors with tales of his adventures of a life at sea. Lemuel & Eliza Simmons remained in Fairfax for ten years where they were esteemed members of the community. In 1881, they felt the pull of their old New England home. They sold the southern portion of their farm, 72-acres, to Andrew J. Sagar in trust for their daughter, Alice B. Bond, and a 103-acre parcel, comprising the northern portion of their farm, to John C. Ellis of Boston, Massachusetts. The transaction with Ellis included cash and a home at 2 Highland Place in the Roxbury section of Boston, MA.<sup>31, 32</sup> The fact that the Simmons deeded their property *in trust* to their daughter may indicate a level of concern with Nathan's past business failures.

In any event, the Simmons' moved to, Boston in 1881. Eliza Simmons died of peritonitis at the Hemopathic Hospital, March 30, 1889.<sup>33</sup> Lemuel Simmons died several years later on April 22, 1892 in Portland, ME.<sup>34</sup> Both are buried at the Universalist Church Cemetery, Hyannis, MA.

After her father's death, Alice and Nathan moved back to Hyannis, MA. However, they continued to maintain their farm in Fairfax to which they returned periodically.

In May 1904, the Washington, Arlington & Falls Church Electric Railway was approaching Fairfax. Nathan and Alice Bond sold the railway a right-of-way through the center of their property.<sup>35</sup> Nathan, through his earlier association with the development of Town of Dunn-Loring, understood the financial implications of owning land along such a line. In October 1904, Nathan and Alice sold the first lots along a new residential street – Cedar Avenue. The first eight parcels were sold to well known figures in Fairfax: Frederick Richardson, the Circuit Court Clerk of Fairfax County, and his wife, Amelia “Millie”; Clarence H. Wyckoff, Clerk, General Store, and his wife, Rena; Edgar McCarthy “Mac” Wiley, Town Sergeant (i.e. Chief of Police/Town Manager); Ernest L. Robey, Drug Store Owner; Elton R. Holbrook, Deputy Circuit Court Clerk; Thomas R. Keith, Attorney; Charles Vernon Ford; Commonwealth's Attorney; and, James W. Ballard, Attorney and future Mayor.



1904 Plat of Cedar Avenue Subdivision, Fairfax Co. DB Q6, Pg. 399, October 21, 1904.

The first home which was built on Cedar Avenue was the Electric Railroad Depot located at 10518-20 Cedar Avenue. It was completed in November 1904 by Nathan Bond.<sup>36</sup> This structure survived until it was

demolished in 1972 when the present homes were completed as part of Providence subdivision.

In May 1905, Elton R. Holbrook completed construction of his home located at 3732 Chain Bridge Road, on the S.W. corner of its intersection with Cedar Avenue.<sup>35</sup> This is known as Lot 1 in the Cedar Avenue subdivision. It is now the home of Dino & Ann Andreatos. In 1911, Elton Holbrook sold this home to Mrs. Sallie Jones, a widow, and purchased Lot 2, 10507 Cedar Avenue, from C. Vernon Ford.<sup>38</sup> That same year Elton Holbrook constructed a new home on Lot 2.<sup>39</sup> This home still exists and is owned by Brian & Cynthia Cute.

Ballard and Keith continued to develop the remainder of Cedar Avenue into the 1920s.

Nathan Bond's health began to fail about 1912. That year, he applied for and received a pension for his brief service during the Civil War. A measure of the respect that he enjoyed can be seen in the two men who witnessed his pension application: R. Walton Moore, the U.S. Representative from Fairfax and Thomas R. Love, a Fairfax County Justice and former Confederate soldier. Nathan died of heart failure in 1914.<sup>40</sup> Alice sold off her remaining land in Fairfax primarily to Fairfax attorneys, James W. Ballard and Thomas R. Keith. Alice Bond died in 1923. Both are buried in Oak Grove Cemetery, Hyannis, MA.

(Endnotes)

- <sup>1</sup> Deyo, Simon L., History of Barnstable County, Massachusetts, p. 411, © 1890, H.W. Blake & Co., NY.
- <sup>2</sup> Fairfax Herald, October 23, 1914, p. 3; Obit. of Nathan O. Bond.
- <sup>3</sup> Various U.S. Patents, United States Patent Office, Wash., D.C.
- <sup>4</sup> U.S. Patent No. 85,054, December 22, 1868, United States Patent Office, Washington, D.C.
- <sup>5</sup> Fairfax Herald, October 23, 1914, p. 3; Obit. of Nathan O. Bond.
- <sup>6</sup> Fairfax County Deed Book K4, Pg. 423, Fairfax County Circuit Court Archives, Fairfax, VA.
- <sup>7</sup> Fairfax County Land Tax Records indicate no improvements in 1869 on the 198-acre parcel. The 1870 assessment includes a new assessment for buildings and the notation "Land Transferred & Improvements added."
- <sup>8</sup> New York Times, July 30, 1889, Pg. 2.
- <sup>9</sup> U.S. Patent No. 425,927, April 15, 1890, United States Patent Office, Washington, D.C.
- <sup>10</sup> The Washington Post, December 16, 1889, Pg. 3.
- <sup>11</sup> Scientific American, September 28, 1889, pg. 191.

- <sup>12</sup> New York Times, June 22, 1890, Pg. 11.
- <sup>13</sup> New York Times, August 30, 1893, Pg. 2.
- <sup>14</sup> Fairfax News, February 13, 1874, p. 3.
- <sup>15</sup> United States Civil War Pension of Nathan Oscar Bond, #1,168,584 and Alice B. Bond #786,717, National Archives and Records Administration, Washington, DC.
- <sup>16</sup> Fairfax County Deed Book N4, Pg. 75, June 27, 1871.
- <sup>17</sup> Personal communication of Jim Tucker, June 4, 2007, who is researching a book on the Clipper ship, WarHawk.
- <sup>18</sup> *Boston Daily Atlas*, March 23, 1855.
- <sup>19</sup> Howe, Octavius T. and Matthews, Frederick C., American Clipper Ships 1833-1858, © 1926, 2 vol., Marine Research Society of Salem, MA
- <sup>20</sup> Personal communication of Jim Tucker, June 4, 2007, who is researching a book on the clipper ship, *WarHawk*.
- <sup>21</sup> New York Times, January 7, 1854, pr. 2.
- <sup>22</sup> New York Times, July 22, 1856, Pg. 4.
- <sup>23</sup> Letter of Thomas Savage, Vice Consul, U.S. Consulate, Havana, Cuba to Hon. William L. Marcy, U.S. Secretary of State, July 16, 1856; Index to Executive Documents of the U.S. Senate, 1855 to 1856, pg. 26, © 1856, A.O.P. Nicholson, Senate Printer, Washington, DC.
- <sup>24</sup> Howe, Octavius T. and Matthews, Frederick C., American Clipper Ships 1833-1858, © 1926, 2 vol., Marine Research Society of Salem, MA
- <sup>25</sup> Howe, Octavius T. and Matthews, Frederick C., American Clipper Ships 1833-1858, © 1926, 2 vol., Marine Research Society of Salem, MA
- <sup>26</sup> Personal communication of Jim Tucker, June 4, 2007, who is researching a book on the clipper ship, *WarHawk*.
- <sup>27</sup> Capt. C.M. Quinlan – Master of Sail - With special recognition to Howe, Octavius T. and Matthews, Frederick C., American Clipper Ships 1833-1858, © 1926, 2 vol., Marine Research Society of Salem, MA
- <sup>28</sup> Howe, Octavius T. and Matthews, Frederick C., American Clipper Ships 1833-1858, © 1926, 2 vol., Marine Research Society of Salem, MA
- <sup>29</sup> Fairfax County Deed Book N4, Pg. 75, June 27, 1871.
- <sup>30</sup> Fairfax County Deed Book X4, Pg. 408, May 26, 1879.
- <sup>31</sup> Fairfax County Deed Book A5, 299, July 12, 1881.
- <sup>32</sup> Massachusetts Vital Records, Death Record of Eliza A. (Crowell) Simmons.
- <sup>33</sup> *Boston Daily Globe*, April 23, 1892, Pg. 3.
- <sup>34</sup> Fairfax County Deed Book B5, Pg. 121, July 29, 1871.
- <sup>35</sup> Fairfax County Deed Book P6, Pg. 462, April 19, 1904.
- <sup>36</sup> Fairfax Herald, November 4, 1904, Pg. 2.
- <sup>37</sup> Fairfax Herald, May 19, 1905, Pg. 3.
- <sup>38</sup> Fairfax County Deed Book K7, Pg. 420, October 16, 1911.
- <sup>39</sup> Fairfax County Land Tax Records indicate no improvements on lot in 1911. The 1912 assessment includes a new assessment for buildings of \$1,500.
- <sup>40</sup> United States Civil War Pension of Nathan Oscar Bond, #1,168,584 and Alice B. Bond #786,717, National Archives and Records Administration, Washington, DC.



**Second Sunday Programs  
at the  
Fairfax Museum and Visitor Center  
10209 Main Street, Fairfax, VA**

Note: Unless noted, all programs begin at 2 p.m. at Fairfax Museum and Visitor Center, 10209 Main Street, Fairfax. Programs are free and include light refreshments. Call: 703-385-8414.

- July 8**                    **“George Mason and  
The Fairfax Resolves”**  
Talk by Dr. Robert Hawkes,  
Professor Emeritus,  
George Mason University
- August 12**               **Jamestown Rediscovery**  
Talk and book signing by  
Beverly “Bly” Straube,  
Jamestown Archaeologist  
and co-author of Jamestown  
Rediscovery
- September 9**           **“Fifty Years and Counting:  
Life in Fairfax’s Suburbs”**  
Roundtable discussion led by City  
of Fairfax residents
- October 14**             **“Colonial Life along the  
Potomac”**  
Talk by Brendon Hanafin,  
Historic Preservation Chief,  
Prince William County
- November 11**          **“Remembering Their Service”**  
Roundtable/Panel Discussion led  
by World War II Veterans.
- December 9**            **“Christmas in Camp”**  
Living History with the 17<sup>th</sup> Virginia  
Infantry, Co., “Fairfax Rifles”  
12 – 4 p.m.

**Special Programs and  
Walking Tours 2007**

- October 28**            **“Tales from the Tombstones”**  
Walking Tour of Fairfax City  
Cemetery. 2 p.m., Fee: \$5.00/  
Adults - \$3.00/Students.
- November 4**          **“Raids and Romance”**  
Walking Tour of Civil War Sites in  
Old Town Fairfax. 2 p.m., Fee:  
\$5.00/Adults - \$3.00/Students.



**The Daniell / Wood House**

The house at located at 10606 Cedar Avenue was constructed by Robert Allen & Laura Virginia (Love) Daniell in 1911. It is significant for its connection to the earliest residential neighborhood in Fairfax – Cedar Avenue c. 1904, and as the home of the first Mayor of the City of Fairfax, John Clinton Wood.



Daniell/Wood House 10606 Cedar Avenue, Fairfax, VA c. 1911.  
Photo credit:: Page Johnson June 2007.

**Daniell Genealogy**

Robert Allen Daniell b. Queens County, Ireland 11/9/1857; d. 08/14/1916, bur. Fx. Cem.; m. Laura Virginia Love, c. 1908; b. PA 08/1871; d. 02/19/1946; bur. Philadelphia, PA; Robert was the son of Captain Ralph Allen Charles Daniell, British Army, and Anne Piggot. The family emigrated to the United States in 1872 and settled in Fauquier County.

Robert A. Daniel was the brother of Henrietta Hooe. Henrietta Daniel Hooe (1850-1925) was married to Howson Hooe (1845-1902). Howson was a founder of the Fauquier National Bank. Their daughter, Anne Emily Hooe (1880-1971) m. John Warwick Rust (1881-1858). Robert A. Daniel was the great uncle of HFCI board member John H. Rust.

- Robert Charles Daniell b. Fairfax C.H., VA 01/26/1913; d. 07/10/2006, Ft. Lauderdale, FL

**Love Genealogy**

James Stewart Love b. Ireland c. 1827 m. Caroline \_\_\_\_\_ b. PA c. 1832

- Caroline "Carrie" C. Love b. Iowa 07/1859; m/1 \_\_\_\_\_ Hughes; m/2 William Horner Camel, 1903; b. VA c. 1865
  - Francis W. Hughes b. NJ 07/1884
  - Paul L. Hughes b. NY 06/1893
- Ida I. Love b. Iowa 09/1861; m. Alfred Penrose Scull b. 12/1855
  - Eleanor Scull b. PA 07/1893
  - Alfred Penrose Scull b. Phoenixville, PA 09/21/1894; m. Helen M. \_\_\_\_\_
    - Ellen M. Scull b. 1929
  - Edward H. Scull b. PA 02/1896
- Katie V. Love b. Iowa 1863
- Laura Virginia Love b. PA 08/1871 m. Robert Allen Daniell
- Bertha Ella Love b. PA 03/1872

**Chain of Title**

*Thomas R. & Anne R. Love*  
*Henry Pryne*  
 March 10, 1853      DB S3, Pg. 81      211 ac.

*Nathan O. & Alice B. Bond*  
 November 2, 1869      DB K4, Pg. 423      198 ac.

*Lemuel B. & Eliza A. Simmons*  
 June 27, 1871      DB N4, Pg. 75      198 ac.

*A. J. Sagar, Trustee, for Alice Bond*  
 July 29, 1881      DB B5, Pg. 121      72 ac.

*James Ballard & Thomas Keith*  
 June 1, 1905      DB R6, Pg. 541      45 ac.

*Robert. A. & Laura L. Daniell*  
 July 29, 1911      DB K7, Pg. 40      12 ac.

*Emeruse Redgrave*  
 April 3, 1923      DB B9, 1923      1 ¼ ac.

*Arthur & Mamie Smith*  
 October 5, 1925      DB D10, Pg. 198      1 ¼ ac.

*Charles Pickett*  
 April 3, 1928      DB F10, Pg. 424      1 ¼ ac.

*F.S. McCandlish*  
 May 11, 1929      DB M10, Pg. 90      1 ¼ ac.

*John A. & Mary H. Millan*  
 August 11, 1929      DB N10, Pg. 443      1 ¼ ac.

*Robert D. & Ruth M. Graham*  
 October 24, 1936      DB I12, Pg. 293      1 ¼ ac.

*Matilda Jane & John N. Campbell*  
 April 8, 1942      DB R15, Pg. 34      1 ¼ ac.

*Marion R. & N.C. Humphrey*  
 August 10, 1943      DB 412, Pg. 369      1 ¼ ac.

*Varian & Zella Steele*  
 March 22, 1944      DB 425, Pg. 450      1 ¼ ac.

*Kenneth E. & Nell C. Ropp*  
 May 31, 1946      DB 496, Pg. 154      1 ¼ ac.

*Robert W. & Patricia M. Mavity*  
 January 12, 1948      DB 604, Pg. 151      1 ¼ ac.

*Blake T. & Anne W. Newton*  
 February 18, 1949      DB 676, Pg. 84      1 ¼ ac.

*John A. & Marie W. Walters*  
 December 7, 1950      DB 825, Pg. 342      1 ¼ ac.

*Orville D. & Beatrice C. Judd*  
 August 9, 1951      DB 894, Pg. 437      1 ¼ ac.

*John C. & Louise F. Wood*  
 July 22, 1959      DB 1793, Pg. 491      1 ¼ ac.

*David B. & Robin S. Snell*  
 November 6, 1995      DB 9564, Pg. 1267      1 ¼ ac.

*Catholic Diocese of Arlington*  
 November 21, 2002      DB 13634, Pg. 0139      1 ¼ ac.

# Welcome New Members!

Michael Kalis  
Chuck Mauro  
Lucille M. Wagner  
Deborah R. Young

The Board of Directors of HFCI extends a hearty welcome to all new HFCI members.



## HISTORIC FAIRFAX CITY, INC.

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The Board of Directors of  
Historic Fairfax City, Inc.

## HFCI MEMBERSHIP APPLICATION/ RENEWAL

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-or-

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Return Address -  
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Karen Stevenson, President  
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