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## **MS 76 Box 13 Notebook 12 - The Kanawha Road, removed, all except unnecessaries and an article on the beginning of the C&O RR**

Fred Bussey Lambert

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MS 76  
BX 13  
NBK 12

~~The Kanawha Road~~  
Removed all except un-  
necessaries and an article  
on the beginnings of  
the C.&O R. R.

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MS 76  
BX 13  
NBK 12

# The Kanawha Road

1. Early Roads in this section.
2. George Washington & Westward Expansion
3. The Old State Road of 1786.
4. Idea of The Kanawha Road.
5. Its Route - Description
6. Crozet the Builder
  - a. His prediction as to Huntington
  - b. Dissatisfaction of Guyandotte Citizens
  - c. They build new road & bridge.
  - d. Sell out to the Company.
  - e. Comparative importance of Kan Road
  - f. Description
    1. Five degrees & 60 ft. rt. of way.
    2. Width - 22 ft
    3. Magnificent stage coaches.
    4. Eminent Travelers -
      - a. Henry Clay, Henry Banks
      - b. Andrew Jackson, Madison
      - c. Zebulon Griffen, & Clay.
7. Life on the road.
  - a. The wagons going east
  - b. Stock drovers - 6000 hogs reported by date, 6, 1826.
  - c. Farmers corn markets. Soil depleted
  - d. Goods hauled west
  - e. Salt a factor. - \$2.00 a bu. Lewis Summers.
  - f. Lead a factor.
  - h. Eastern markets - Richmond, etc.
  - i. Better facilities encourage better class of Virginians to Kanawha Co., later further

## j. Increase in Travel

1. Kanawha Banner Dec. 9, 1831,  
estimated 2500 annually.  
+ add \$75000 cash.

2. Scenery & springs attract travel.

3. Private travel great -  
horseback, buggies, etc.

4. Poverty caused much  
migration - pitiable  
scenes - 100's of wagons.

5. Other motives - hunting,

6. Steamboats & later B. & O.  
R.R. divert traffic.

7. Wagons strong but loads  
limited by roads, etc.  
1000 lbs. per horse usual.

8. Traders camp out -  
Fires, stories, bull dances,  
fiddlers, etc.

7. Whiskey from North Carolina  
traded for salt bacon & nuts,  
etc. Salt hauled east.  
Plug Tobacco west.

8. The wagoners - Jim Crow,  
Hile Bros - Bob, Dick,  
& Bill.

9. Rates - .75¢ to Big Sandy  
\$4.00 To Charleston  
\$11.00 To Lewisburg.  
from Big Sandy.

10. Horseboat Ferry by  
Rev. Goshorn at Charleston  
at "Sign of the Jackson Hall".

11. Stage drivers strong -  
Run the horses, the horses, etc.  
~~12. Stage~~ Staid at best Taverns.



3  
12. Horses finest obtainable from Blue  
Grass, Ky. or Valley of Va.  
Harness adorned with brass.  
Stage relays. Waggoners got \$1<sup>00</sup> a day.

13. Hotels in Barboursville

14. " " Guyandotte

15. Stage stands

a. At Sampson Handley's

b. At Adam Black's

c. At John Morris's etc

16. Toll gales. Rates

a. Wagon, team & driver 25¢

b. Carriage (4 wheels) 20¢

c. Man on horseback 6 1/4¢.

d. Cattle each 1/4¢.

e. Sheep & hogs per score 3¢

f. Horse & cart 12 1/2¢

17. Passengers paid extra -

but sang - "Ole Virginny  
Never Tire".

18. Early houses of Entertainment in  
Barboursville

a. About 1815 -

Thomas Morris

Ben Maxey

Wm. McComas Jr.

John Shelton

Elizabeth Hirlow, etc

b. Ordinary Rates

1. Lodging 12 1/2¢

2. Horses " per gal.

c. Early landlords differ-  
ent from later ones.

d. McKendress & Blumes later

## The Kanawha Road

This is material for my chapter  
on the road or chapters.

I furnished the material for  
the Kanawha Road in Callahan's  
Four Volume History of the State,  
hence, any of it may be used.

I also have typed documents &  
may find more. Then all should  
be re-written. - (Dec. 27, 1943 - J.B.L.)

5  
By Mr. Burgess  
St. Albans,

### Kanawha Road

A frame building just beyond Coal Bridge used to be a relay horse and stage stand.

It is now (about 1942?) owned by <sup>Mrs.</sup> Maria Barker (She was Maria Teays, dau. of Thomas Teays). I think it was inherited from Maria Teays, whose mother was Victoria Hansford. (It is about 20 ft beyond the bridge & above the road coming west.)



1

Claudius Crozet (V. M. J. Library)  
Southern Sketches No 8, First Series.  
Claudius Crozet by  
Col. Wm. Couper  
Historical Pub. Co.,  
Charlottesville, Va. 1936

Born at Villefranche-sur-Saône.  
His father was François Crozet,  
a wholesale wine merchant of  
Bercy near Paris. He was b. at  
Villefranche Dec. 31, 1789, and  
was named Benoit Crozet. His  
mother was Pierrette Varion.  
He usually signed his name C.  
Crozet, sometimes Claudius.

According to the custom  
young Frenchmen often adopted  
as their given name, the name  
of some famous Roman (after French  
Rev.) so Crozet adopted the name  
Claudius. The mother died before  
1816. The Revolution (1792-1801)  
ragged during his childhood, and  
was followed by the wars of  
Napoleon.

This revolution produced a  
demand for a new type of  
school which resulted in the  
founding of the École Polytechnique.  
Here was Monge, founder of  
Descriptive geometry, and other  
noted scholars.

Napoleon on Dec. 16, 1799, signed the charter reorganizing the great school which Crozet entered <sup>Nov 18</sup> 1805. He graduated, <sup>and made sub-lieutenant</sup> Oct. 1, 1807. This entitled him to continue his studies at the School of Application at Metz. He entered the Artillery branch of the Service. Here he again graduated June 9, 1809, and became a second lieutenant in the Battalion of Pontonniers.

By this time Napoleon had fought and won many great battles. Crozet now had the good fortune to be assigned to Napoleon's headquarters, and took part in the battle of Wagram. He was promoted to the grade of first lieutenant, and for two years 1810-1811, and fought in Holland. In 1812, he was assigned to Marshal Ney's division of the Grand Army, and as an artilleryman, took part in the Russian Campaign. He was soon promoted to <sup>grade of</sup> second Captain, and received from the hands of Napoleon the Cross of the Legion of Honor, which in 1820, was placed in the museum of the U.S. Military Academy at West Point. Crozet was captured by the Russians. A Russian officer took a liking to him and he was treated royally.



Miss Adele Crozet Mills, dau. of Mr. Charles S. Mills (Crozet's son-in-law), the only descendant of Crozet, lives at No. 312 N. 12th Street, Richmond, Va.

While in Russia, Crozet busied himself writing various articles such as "Grammaire Russe" and other linguistic discourses.

In 1814, Napoleon abdicated and was sent to the Island of Elba. Louis XVIII returned to France (Bourbon) wishing to conciliate the Bonapartists, the king conferred (among others) upon Crozet was offered "la Fleur de Lys" but it is not certain that he accepted it.

Feb. 26, 1815, Napoleon left Elba with about 1000 men, and on March 20, 1815, entered Paris. The king fled and Crozet rejoined his old commander. He was ordered back while en route to the Battle of Waterloo, having been ordered back to bring up ammunition, but on account of bad roads, he failed to deliver it in time. The battle was lost, and it is said it might have been different, had Crozet succeeded.

Crozet now decided to leave France, so gathered what credentials he could, his resignation from the army was signed April 11, 1816.

He was married June 5, 1816, to Mademoiselle Agathe De Camp.

His wife was born Sept. 4, 1782.  
 ( ) dau. of Denis Francois Decamp and  
 Marie Catherine Charpentier. ~~She~~  
 Shortly after his marriage, Crozet  
 embarked for the United States.

(n. 5, n. 20, 24, 33, 34, 35, n. 50 n. 66.

In <sup>Sept. 20,</sup> 1816, Crozet became an <sup>asst</sup> Professor  
 at West Point. March 6, 1817, full professor.

A dau. Adele Eugenia - b. Aug 3, 1817  
 & during his first year at West Point.  
 Later, <sup>Oct. 1821</sup> a son Alfred Armand Crozet,  
 who graduated at West Point, and  
 spent his life in the army.

A dau. Claudia Natalia Crozet,  
 was mother of Miss Mills mentioned  
 above.

Crozet had much to do with  
 the improvement of course of study  
 at West Point. He taught engineering  
 and insisted on much pure mathematics.

In 1821, he prepared a text on  
 descriptive geometry. The Board of  
 Visitors expressed the opinion that  
 "Captain Crozet is by far the best  
 mathematician in the United States!"

This same year 1821, Crozet addressed,  
 in French, a letter to Thos. Jefferson,  
 trying to secure a professorship at  
 the University of Virginia, as the  
 climate of New York was too cold.  
 Jefferson informed him that the  
 buildings were not finished and that  
 the University would have to wait  
 on action by the Legislature.

He continued at West Point.

- ( See Writings of Geo. Washington, by Ford Vol X, pp. 404-414, advocating opening up the West. Sparks Vol 9 p. 115 )

June 2, 1823, Crozet took the oath of office as principal engineer of Virginia, at Richmond. His duties were varied. He examined a number of projects. He surveyed the route from Staunton to Lewisburg.

He visited Lexington in 1826 (1st time) Claudia Nalalia Crozet m. Dr. Charles Spotswood Mills. (For Claudia's will see Chancery Court of Richmond, Will Book 5 p. 480 - March 18, 1893 proved April 13, 1894.)

n. 55 - Crozet recommends a rail road (steam) "from the head of river navigation to the Kanawha River". - 1830.

Crozet met opposition, and resigned Oct. 28, 1831. Gov. John Floyd wrote him a letter of regret, Oct 29, 1831, (n. 62.)

"And so, as Latrobe expressed it, Crozet passed out of 'the State of Virginia, which is indebted to him for the system that made her mountain roads the best, then, in America.'"

It was natural now for Crozet, the Frenchman, to seek employment in Louisiana. Interest in internal improvements was high, and Crozet, having failed to impress Virginia with his railroad scheme,

now thought of the "opportunity to develop further an interest in the railroad, despite failure in Virginia"

He was elected Principal Engineer of Louisiana, in the spring of 1832. He advocated a railroad through Tennessee toward Virginia, and also another of the city of Washington. After a time, he became once more a college professor at Jefferson College Louisiana, where he staid three years, but it again ~~dis~~<sup>dis</sup>agreed with his health. Several of his relatives lived in New Orleans. Col. Crozet made his will, in 1863.

April 5, 1837.

(N. 74, Peter Scales located road from Morgantown to the Ohio River)

1837 - Crozet "started work on a new educational project" - V. M. I. He constantly advocated railroads.

March 27, 1843, his office was abolished by the Legislature.

He was not popular, because he was intolerant of quacks and pretenders. but he was fully appreciated by the higher authorities

In ~~March~~ 1837, he was appointed a member of the Board of Visitors of V. M. I.

In <sup>March</sup> 1849, Crozet again was called to the service of the State. He now became a Railroad and Tunnel Builder (He had been teaching at



He ~~he~~ staid with "his son-in-law,  
 Mr. Chas. S. Mills, at the corner of  
 Tenth and Broad Streets, where the  
 Broad Street Methodist Church now stands.

By "1848 a Baltimore and Ohio  
 Railroad train ran sixty miles in one  
 hour!"

"The Louisa Railroad Company was  
 incorporated by the State of Virginia  
 on Feb. 18, 1836". It did not operate  
 west of Gordonsville till 1848.

October, 1846, two meetings were  
 held at Staunton, and urged the  
 Louisa R. R. to be extended westward  
 from Gordonsville. Two years later  
 another convention at Staunton urged  
 its extension to Covington. This bore  
 fruit and March 5, 1849, the Blue  
 Ridge Railroad Company was incor-  
 porated. All the stock was owned  
 by the State.

Feb. 2, 1850, "the Louisa Railroad  
 Company was changed to Virginia  
 Central Railroad Co., under which  
 name the line was pushed far to  
 the west."

Feb. 15, 1853, the Cov. & O. R. R. was  
 incorporated. "It was to be constructed  
 by the Board of Public Works and  
 was to extend from near Clifton Forge  
 to some point of the Ohio River, not  
 below the mouth of the Big Sandy River  
 nor above the town of Bent Pleasant."



About the first of the year 1855, a financial crisis (Forerunner to Panic of 1857) set in, and caused Virginia bonds to fall below Par; the Board could not meet its payments; the contractors advanced their private resources to make up deficits in the current expenses."

(Crozet's son died April 23, 1855, at An. He had served at Fredericksburg, Austin Texas, with 8th Inf. as Quartermaster at San Antonio (1849-51) at St Martin Scott, in Texas (1851-52) at Camp Johnson Texas until July 4, 1852. Recruiting officer 2 yrs. after which on sick leave Buried at Richmond.)

(His portrait is at U. M. I.) It was painted by R. J. Hubbard. Another hangs in Museum of U. M. I.

One at West Point Library in oil; Miss Mills has a daguerrotype of Mrs. Crozet. Mr. James P. Nelson has one of Col. Crozet.)

Town of Crozet is named for him. in Albemarle Co. on the Blue Ridge R. R.

Crozet helped build the Washington City Aqueduct 1858.

March 16, 1861, Mrs. Crozet died.

Buried in Shockoe Hill Cemetery, Richmond  
Crozet d. Jan. 29, 1864, at 75.

He had property in New Orleans.  
Desired simple burial to "save the money for"  
his son.

He owned  
a Confid.  
Symphonie  
& was  
a member

p. 9

Crozet has no marker over his grave.

Appendix C. to this book gives an outline of the western improvements and is very valuable..

Within a few days after his marriage Crozet and his bride embarked for the United States--he was never again to see his native land. By good fortune one of their fellow voyagers was Simon Bernard, a French engineer of great ability, who was to plan the first defenses on our Atlantic seaboard and through whose influence Crozet, with the added aid of his letters of recommendation, was to obtain his first employment in America. The voyage was made in a sailing vessel and it was not until July, 1816, that the little party landed in the United States. The year 1816 was important in Crozet's life for in that year he left the army, married, and emigrated. Furthermore, had he been gifted with a sense of clairvoyance during his long ocean journey, he might have dreamed of other things which were to happen in that year and which were to affect his future career. Among them was the passage of an act by the legislature of New York for the construction of the Erie Canal; the inauguration of regular steamboat navigation on the Mississippi River;<sup>38a</sup> the establishment of the second Bank of the United States--an event of importance to engineers who are among the first sufferers in financial panics; the migration of cotton planters in considerable numbers to the southwest; the establishment by the State of Virginia of a Board of Public Works and the building of an arsenal by the same state on the outskirts of the Town of Lexington; and lastly the rejuvenation of the Military Academy at West Point, where Crozet found his first employment. Of the country as a whole, irrespective of Crozet's career, it has been said--"Whatever may be said of other phases of our history, it is evident that the year 1816 was a pivotal one in our commercial development."

38a

The Enterprise, the fourth of the Western steamboats, was the first to make the upstream trip from New Orleans to Louisville--time 25 days.

(Don't copy above with "The Kanawha Road".)

"There are persons whose appearance is never effaced from the memory," wrote J. H. B. Latrobe. "Of this class was the professor of the art of engineering. Colonel Claude Crozet, a tall, somewhat heavily-built man, of dark complexion, black hair and eyebrows, deep set eyes, remarkable for their keen and bright expression, a firm mouth and square chin, a rapid speech and strong French accent. I can, even after the lapse of between sixty and seventy years, fancy that I see the man before me. He had been an engineer under Napoleon at the battle of Wagram and elsewhere, and the anecdotes with which he illustrated his teaching were far more interesting than the "Science of War and Fortification," which was the name of our textbook at the time...Perhaps my recollection of Colonel Crozet is strengthened by my having seen him long after I ceased to be his pupil."



SOUTHERN SKETCHES  
CLAUDIUS CROZET

Pages 33, 34, and 35

In the same year that Crozet took up his duties at West Point a report was made by a commission which had been appointed by the General Assembly of Virginia in 1812, "to survey the headwaters of James River, and the Great Kanawha to ascertain the practicability of extending their navigation to the base of the chain of mountains that divide them." The commissioners were eminent citizens and the report was written by their chairman, John Marshall, who at the time was, and had for eleven years been, Chief Justice of the United States Supreme Court. He referred to the Mississippi as a river that "empties itself into the Gulf of Florida, which is surrounded by foreign territory."

As the result of this report the General Assembly passed, on Feb. 5, 1816, "an Act to create a fund for internal improvement" which set up a body known as "The President and Directors of the Board of Public Works." The Governor of Virginia was the President, the Treasurer and Attorney-General of the State, with the other members, constituted the directorate. The Board was authorized by subscribe to works of internal improvement directed by law; but, not until three-fifths, at least, of the stock had been subscribed by individuals, and one-fifth of the subscription actually paid in --a principle frequently violated. It was further empowered to appoint "a principal engineer as Surveyor of Public Works, and a secretary."

The first engineer of the State of Virginia under this set-up, which was to last for many years, was Loammi Baldwin, who was appointed in 1817; he was succeeded in 1818 by Thomas Moore, who served until his death on the 3rd of October, 1822--"a victim of his public successor could be selected. In January, 1823, the Board of

Public Works elected Colonel William McRee as their engineer, but he declined the appointment. At a special meeting of the Board, held on April 9th, Captain Crozet was thereupon elected to fill the position. His resignation as a professor at West Point was accepted on April 26, 1823 and two days later Captain David B. Douglas succeeded him as professor of engineering.

And thus passed the professor who had brought to West Point many of the good points of the great French school--an influence which is now perpetuated in bronze on the grounds of the Military Academy. In describing this monument, Lieut. Colonel E. E. Farman, the Librarian at West Point, wrote--"The L'Ecole Polytechnique monument represents a young man in the uniform of the school holding up his sabre in the right hand and in the left the flag. On the statue is inscribed 'From the Ecole Polytechnique to eh the sister school of West Point.' On one side is a medallion of Foch and on the other of Joffre."

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SOUTHERN SKETCHES  
CLAUDIUS CROZET

Page 50

In commenting on his movements in 1829, Crozet said on January 15, 1830:

"Towards the end of last winter, I set off for Weldon on the Roanoke, and surveyed the ground for the location of the locks intended to connect the upper and lower navigation at that place. After my return to Richmond, I prepared plans and specifications for these works, which were forwarded to Col. A. Joyner. As soon thereafter as the decision of the Dock Company was communicated to the James River Company, this business, conformably to the Act of February 28th, 1829, claiming immediate attention, I made the necessary surveys, plans, and specifications, which I transmitted to the James River Company; and then repaired to the Kanawha, where I was employed the rest of the season in locating the extension of the turnpike to the mouth of the Big Sandy. A most obstinate and extraordinary rainy season having greatly interferred with the execution of this duty, after the completion of which, I returned to Richmond, where I arrived in December last.

"In the course of the operations I examined several improvements. My reports on these various subjects are herewith respectfully submitted.

"Owing to the late period of my return to this place, the maps have not been completed. I shall, however, be able to lay before you a plat sufficiently advanced to explain the location of the new turnpike.

"During the month of November, I received communications informing me of the readiness of the Commissioners of the Free Road Lottery, and of the Covington and Lexington Turnpike Company, to proceed with the construction of these roads, as soon as located, a

duty which by law devolves upon your Engineer. These locations,  
under your instructions, will claim an early attention.

I have the honor to be, Gentlemen,

Very respectfully,

Your obedient servant,

C. Crozet, P. Engineer."

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SOUTHERN SKETCHES  
CLAUDIUS CROZET

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To commemorate this service the Randolph County Historical Society considered the erection of a marker, and several years later Mr. Claude W. Maxwell, of Elkins, West Virginia, who had been handling the matter wrote concerning it:

"He (Crozet) has long been recognized as one of the builders of our state and his predictions as to the future have long ago come true.

"I have not made the investigation far enough to make the statement, but I am of the opinion that he built more roads, under more adverse conditions than any man who ever lived in our country....

The North-Western was 220 miles, S.&P. Turnpike 225 miles, and the James River about 200 miles. These were only a part of his work.

"We had planned to build a marker to Col. Crozet but were unable to agree on location and what to build--and so to do something we named a part of the Staunton & Parkersburg Turnpike the Crozet in all important places but that part from Beverley to Mable. This is by the place where the battle of Rich Mountain was fought. This road is nine miles long and represents all of the varied and difficult problems that Crozet had to meet in mountain road building. Today it stands as built and is always interesting to engineers and travellers. Our idea is to keep this road intact; to let the flowers and grass grow to the side of the road; and to keep it smooth for automobiles. We are very proud of this road and will keep an eye on it for beautification. It is 14 times as long as high, is 18 feet wide and has all the Crozet specifications for grade and curvature."



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SOUTHERN SKETCHES  
CLAUDIUS CROZET

Page 134

At this time, 1851, the trains operated no further west than Charlottesville but all the work had been contracted for as far as Staunton, where "the public anxiety is very great to witness the arrival of a locomotive....", and surveys westward had established the line to Covington substantially as it exists today.

Page 143 (note)

Alphonso Smith was the editor at the time. A similar editorial headed "Little Staunton" appeared on Sept. 14, 1854, and two weeks later a vitriolic blast entitled "Little Staunton in a Fizz" slammed the Virginia Central Railroad "whose tunnels have been made on state account--a constant and greedy beggar at the doors of the Treasury, the great Mogul of log-rolling." Further, on Oct. 5th appeared another blast on internal improvements with special reference to the gauge of the Covington & Ohio R. R.--the Central insisted on its 4'8½" gauge being used (thus building up Richmond, otherwise the trade would go by canal from Covington to Norfolk) gauge 5 feet, be used (so that trade would come to them via the New River route). "The Manassas Gap Railroad was opened to Front Royal last Saturday."

25

SOUTHERN SKETCHES  
CLAUDIUS CROZET

Pages 183 and 184

And so we come to the end of our story--a story gathered from far corners about a genius who for forty years had much to do with pushing back the frontiers, economic and commercial, of his adopted state. Fifty years ago, in writing about Crozet, General Imboden said. "He was a thorough republican; neither birth nor rank weighed a feather in his scales. He was scrupulously honest, despising kings, hating imperialism, detesting Napoleon, whom he regarded as finally a traitor to his country and to mankind, though he admired his genius. Abhorring war, and loving liberty and peace, he entered more thoroughly and understandingly into the political and social life of Virginia than foreigners are wont to do, and, had he been native born, he would have been distinguished in the true sense as a man of the people, an upholder of the laws which restrain their passions and protect their rights." In his incisive way Crozet, in a brief sentence, reflected much of this estimate when he wrote:

"We are all dependent in some way or other,  
And as an old soldier,  
I understand the value of discipline,  
Without which no service can be efficiently rendered."

26

# I N D E X

Road Commissioners  
Location of Toll Gates  
Toll Gates Keepers  
Division of Roads  
Contracts now let  
Any Time Limit?  
Effect of Laboring Classes  
Legal Protection against Damage to Roads  
Mile Posts  
Why difference in Toll Rates?  
Distance apart of Toll Gates,  
Toll Gate Keepers,  
How much, when and how paid,  
Who excluded from Tolls,  
Schemes to Avoid Tolls,  
Were Rates Compounded?  
Make a Table of Tolls,  
In what month were the greatest Tolls Collected, .  
When were the most Prosperous Years?  
Did the Road yield a profit to the State?