

Remington & the Rappahannock R.

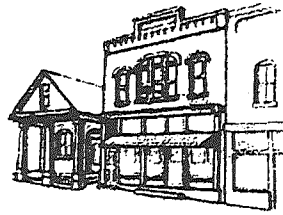
Legend:

— = Bridge
⊛ = Mill site
Λ = Canal lock
⋯ = Ford
⌘ = Civil War

"Rappahannock" means "River of Swift Rising Waters" in the Manahoac Indian language. Over the years, the river in our midst has brought commerce via the Indian and colonial fords, the water-powered mills, the canal system, and its fine fishing and canoeing.

The Orange and Alexandria railroad, completed in 1852, also contributed to Remington's early prosperity; milk trains and passenger trains ran daily.

During the Civil War, the railroad bridge and the fords were of strategic importance, and fighting occurred along our river from Beverley's Ford to Kelly's Ford.

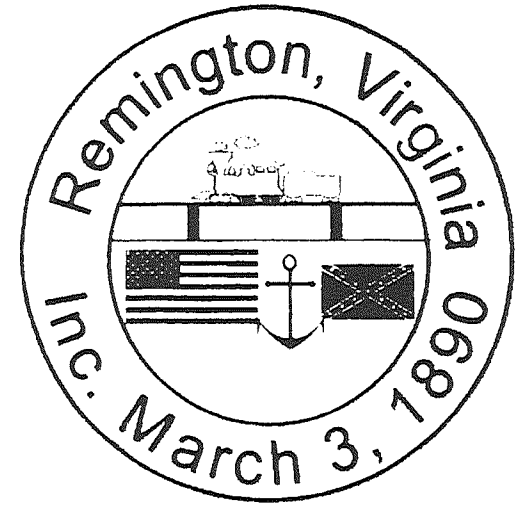


Pictured: Town Hall and Remington Drug Co.

Town of Remington
 203 E. Main Street
 P.O. Box 276
 Remington, Virginia 22734
 (540) 439-3220

Our village was first called Millview for the local grist mill on the river. Around 1850 it was renamed Bowenville for a prominent family in the community. Bowenville then became Rappahannock Station when the railroad was established within its boundaries in 1853. The name was changed again by request of the Post Office Department in 1890; it seems the mail was frequently confused with Rappahannock and Tappahannock. Citizens gathered at the railroad station to vote on a new name, and Remington was chosen to honor a popular Southern Railway conductor "Captain Remington".

Annual Events:
 Fireman's Parade & Carnival - May
 Fall Festival



Welcome to
 Remington

Rappahannock River Tour

A Project of:



Rappahannock River at Remington



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Rappahannock Station - The nearby hills bear traces of the rifle pits and battery earthworks guarding the ford and the railroad. There were four battles: Aug. 20, 1862 at Brandy and Rappahannock Stations; Aug. 21-23, 1862 at Kelly's Ford, Rapp. Station and Beverley's Ford; Nov. 7, 1863 at Rapp. Station and Kelly's Ford, and Nov. 9, 1863 at Rapp. Station. During the battle of Nov. 7, 1863 the men defending the south riverbank couldn't hear a surprise nighttime attack on their comrades stationed on the north side. By the time they realized the peril, they couldn't fire their guns, for fear of wounding their own men. The estimated casualties numbered 2,537 men, including 1600 captured Confederates. Three Medals of Honor were awarded for valor in that rare nighttime attack, which involved hand-to-hand combat.

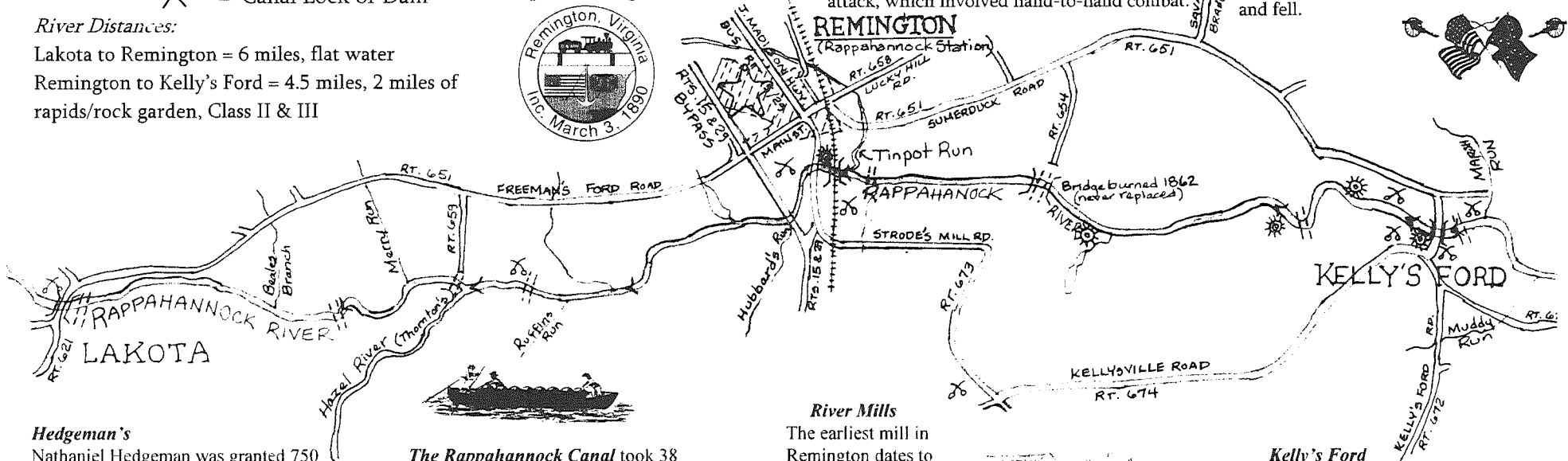
Where Pelham Fell - March 17, 1863 - Although labeled a minor encounter, The Battle of Kelly's Ford cost the South dearly by claiming the life of Maj. John Pelham, 24. An accomplished artilleryman, Pelham's "adroit and unrelenting marksmanship" in Jeb Stuart's Valley and Peninsular campaigns, and at Fredericksburg and Antietam, had led Stuart to write, "No field grade is to high for his merit and capacity." Pelham joined Stuart in spearheading a cavalry charge against Union forces stationed along a stone wall, and as he led a charge, "a shout of battle on his lips," he was mortally wounded by a shell fragment, and fell.

LEGEND:

- = Civil War Site
- = Bridge
- = Ford
- = Mill Site
- = Canal Lock or Dam

River Distances:

Lakota to Remington = 6 miles, flat water
 Remington to Kelly's Ford = 4.5 miles, 2 miles of rapids/rock garden, Class II & III



Hedgeman's

Nathaniel Hedgeman was granted 750 acres in 1715. His sons, Peter and Nathaniel Jr., increased the family holdings to 4,800 acres in 1724, and the North Fork of the Rappahannock River from its source to its junction with the Hazel River became known as Hedgeman's River. The name appears on the Brooke and Jefferson map of 1746. A legend handed down through the years tells of a place on the river known as "Hedgeman's Hole." Peter Hedgeman was said to have become bored with the tediousness of life, and so, putting all his worldly wealth in his pockets, walked into the river never to be seen alive again.

The Rappahannock Canal took 38 years (1814 - 1852) to build, from conception to completion along its 50-mile length from Fredericksburg to Waterloo. In all, there were 47 locks (33 lift locks and 14 guard locks), and 20 dams. The canal zigzagged from one side of the river to the other, depending on the depth of the river channel, the dams, and falls. The entire system served to raise (or lower) the boats 323 feet in elevation, and provide slack-water for travel. Canal barges, in effect, were moved through a series of long ponds and did not have to risk shallow or fast water. When the Orange & Alexandria Railroad began operation in 1852, it spelled the end for the Canal.

River Mills

The earliest mill in Remington dates to about 1804. George Martin bought the land and built a wooden mill run by an undershot waterwheel. At first, only corn was ground but it later developed into a flour mill. When the canal arrived, it provided means for shipping, as did the railroad, later. The millsites depicted on this map represent, from upstream to downstream: Martin's Mill, Carter's Mill, Strode's Mill, Wheatley's Mill, and Kelly's Mill. Those not already defunct were destroyed during the War Between the States.



Kelly's Ford

The Civil War crossing was about 300 yards downstream from the modern bridge. From the pedestrian overlook at the bridge, one can see the remains of the mill dam upstream and on the south bank, the dry mill race which served as a rifle pit for Confederate forces. At dawn on March 17, 1863, Brig. Gen. William W. Averell led 2,100 Union cavalrymen across the river at Kelly's Ford. Brig. Gen. Fitzhugh Lee with about 1,000 Confederate horsemen counterattacked northwest of here about noon. The battle ended in a draw, marking the first time Confederate cavalrymen had not defeated their Union opponents, giving the Union cavalry new confidence. This event foreshadowed another Union crossing at Kelly's Ford during the much larger battle of June 9, 1863 at Brandy Station.

