HFR#10

CULTURAL LANDSCAPE REPORT: LOWER TOWN, HARPERS FERRY NATIONAL HISTORICAL PARK

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
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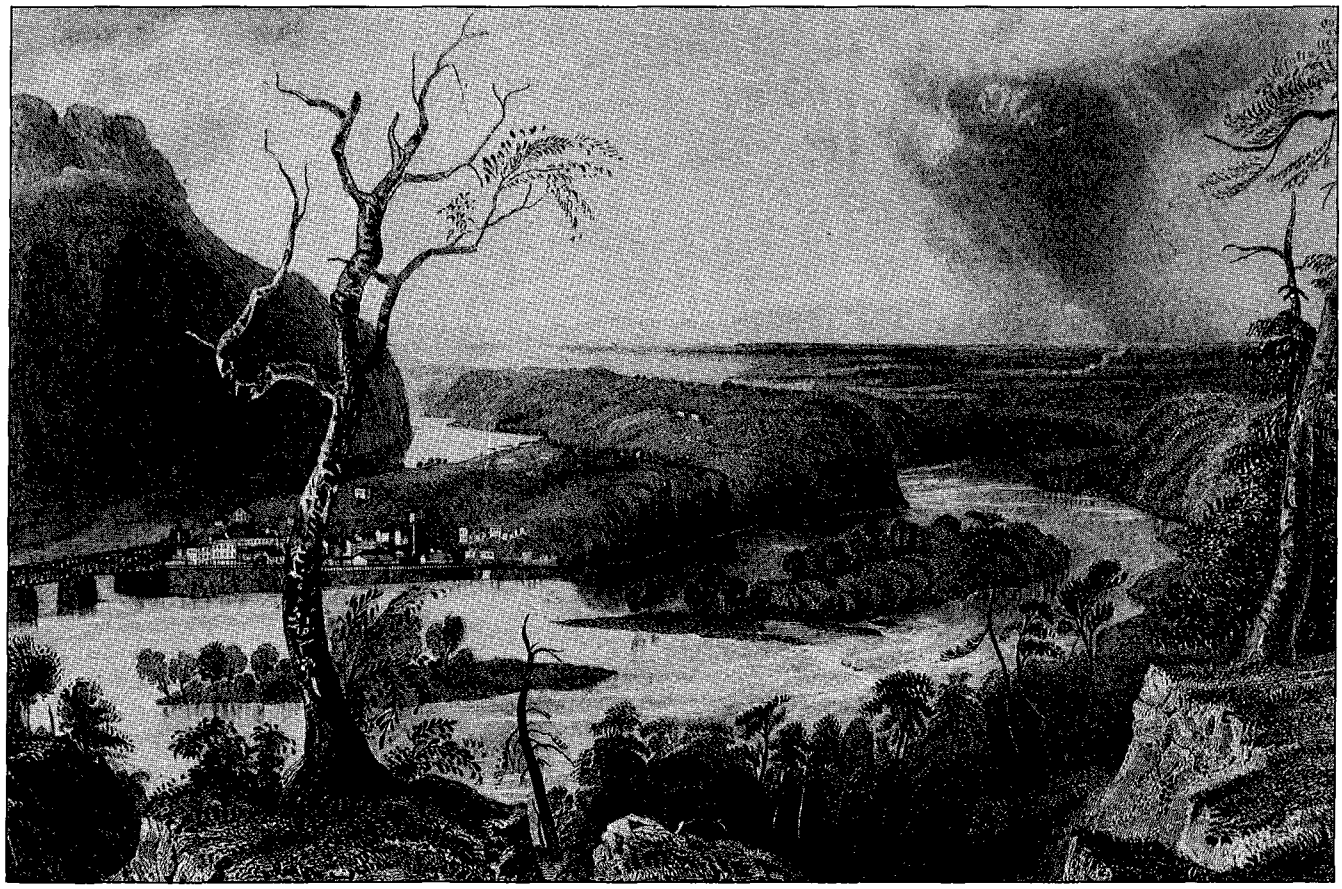
Contents

I. INTRODUCTION 1-1
HISTORICAL OVERVIEW 1-2
PURPOSE OF THE REPORT 1-3
METHODOLOGY AND SCOPE 1-4
II. EXISTING CONDITIONS 2-1
ENVIRONMENTAL CONTEXT AND SETTING 2-2
STUDY BOUNDARIES 2-3
Context and Cultural Landscape Environs 2-3
The Armory 2-3
Camp Hill 2-4
The Heights 2-6
Virginius Island 2-8
Lower Town Study Boundaries 2-10
Existing Conditions Site Map 2-11
EXISTING CONDITIONS 2-13
Site Description 2-13
Existing Conditions Detail Area Site Map 2-19
Natural Features 2-21
Slope 2-21
Soils 2-22
Flood Plain 2-24
Vegetation 2-26
III. LANDSCAPE HISTORY 3-1
1750-1815 3-3
Early Settlement 3-3
Two Views of the Same Landscape 3-5
Establishment of the Armory 3-9
Historic Base Map: 1750-1815 3-15
Endnotes 3-17
1815-1865 3-23
Industrialization 3-23
The Picturesque 3-34
Community Development 3-37
The Raid and The War 3-48
Historic Base Map: 1815-1865 3-59
Endnotes 3-61
1865-1900 3-72
Reconstruction and Commerce 3-72
The Railroad and Tourism 3-88
Historic Base Map: 1865-1900 3-95
Endnotes 3-97
1900-1944 3-101
Tourism and Community Stabilization 3-101
Flood and Devastation 3-116

Historic Base Map: 1900-1944 3-121
Endnotes 3-123
1944-Present 3-126
National Park Service Administration 3-126
Historic Base Map: 1944-1991 3-143
Endnotes 3-145
IV. ANALYSIS AND EVALUATION 4-1
INTRODUCTION 4-2
CULTURAL LANDSCAPE COMPONENTS 4-3
Overall Landscape Organization 4-3
Response to Natural Features 4-4
Sections 4-5
Land Use 4-7
Circulation 4-11
Vegetation 4-15
Structures 4-19
Cluster Arrangement 4-26
Small-Scale Features 4-28
LANDSCAPE SIGNIFICANCE 4-36
HISTORIC SYNTHESIS 4-39
Historic Synthesis Map (color) 4-43
V. DESIGN DEVELOPMENT 5-1
INTRODUCTION 5-2
LANDSCAPE CHARACTER AREAS 5-3
MANAGEMENT ZONES 5-7
Management Zones Map 5-9
GENERAL DESIGN RECOMMENDATIONS 5-11
LANDSCAPE PLAN 5-16
General Concepts 5-16
DETAIL AREAS 5-23
Design Objectives and Treatment Guidelines 5-23
Foundation Treatments 5-43
Materials 5-45
Paving Materials 5-46
Plant Materials 5-47
Cultivated Gardens 5-47
Naturalized Settings 5-52
VI. APPENDIX 6-1
BUILDING HISTORIES 6-2
VII. BIBLIOGRAPY 7-1

This is one of the most harmonious combinations of mountain, vale, and river, to be found in America; we know not whether to call it more beautiful or grand. Fine as is all the scenery of this neighborhood, however, it is not till very lately that the current of travel has turned thither, and but partially yet. Harper's Ferry will soon be a resort for admirers of nature from all nations, and it may well share the honors of pilgrimage with Trenton Falls and Niagara.

W. H. Bartlett and N.P. Willis, 1840
American Scenery; or Land, Lake, and River Illustrations of Transatlantic Nature



I. INTRODUCTION

HISTORICAL OVERVIEW

You stand on a very high point of land. On your right comes up the Shenandoah, having ranged along the foot of the mountain an hundred miles to seek a vent. On your left approaches the Patowmac, in quest of a passage also. In the moment of their junction they rush together against the mountain, rend it asunder, and pass off to the sea.

Thomas Jefferson, 1785
Notes on the
State of Virginia

Since Thomas Jefferson wrote these words, many who have lived, worked or visited Harpers Ferry have been inspired by the enduring and timeless quality of the land, the hills, and the two rivers. Situated on a rocky peninsula between the Potomac and Shenandoah rivers is Lower Town, the historic center of Harpers Ferry, and the focus of this study. Its present appearance, however, belies the town's long history and the periods of rapid change that are part of the Harpers Ferry story. The landscape reveals only vestiges of the thriving industrial and transportation center that existed there in the middle of the nineteenth century. The large armory complex of workshops and mills, the arsenal yard, the storefronts, businesses, taverns, inns, and the factories on Virginius Island are no longer a prominent part of the scene. Although several nineteenth-century buildings do remain in Lower Town, many other historic structures are in ruins, or buried under layers of landscape change.

The landscape of Lower Town has a rich and varied history that is defined by five primary periods of growth and development. These include a period of early settlement between 1750 and 1815; a period of community development and industrialization leading up to the John Brown raid on the U.S. arsenal and through the Civil War, from 1815 through 1865; a period of reconstruction, commerce, and expansion of transportation networks between 1865 and 1900; an era of community stabilization and tourism between 1900 and 1944; and the current period reflecting NPS administration of the site which began in 1944 and continues to the present.

Three separate themes give the landscape of Harpers Ferry an overall historic context and help explain the dynamics of this complex landscape. Among these themes is the disparity in use and development of lands under public and private ownership. A second theme concerns the contrast in landscape character between industrial and commercial development in the town, and the small concentrated residential districts. Primary among the themes, however, is the coexistence of the picturesque landscape with the industrial landscape of progress, engineering, and technology. Historically, images of the picturesque and the industrial landscape are best represented by the views of two early visitors to Harpers Ferry, Thomas Jefferson and George Washington. Although their perceptions of the site date from the eighteenth century, their different visions have continued to affect the community's development into the twentieth century.

As a result of both natural and human forces, the landscape of Lower Town has changed considerably since Robert Harper first came to the site in 1747. The first significant alteration occurred when the federal armory was constructed in the late eighteenth century. Dams were built to channel the rivers and generate water power for the factories and the mills. Bridges were constructed at strategic locations so that the Potomac and Shenandoah river crossings could be safely crossed by wagon and later by rail. Elevated wooden railroad trestles were constructed to expedite the movement of goods through the community. The high shale cliffs enclosing the town were blasted and chipped away to

create roadways and larger building lots for stores and residences. The federal armory was rebuilt and enlarged. By the time of John Brown's raid, the forests on both Loudoun and Maryland heights had been harvested for lumber and for fuel. During the Civil War, these areas were used for the construction of army earthworks, fortifications, and campsites and by 1865 the hills and mountains surrounding Harpers Ferry were virtually bare. Although the community survived the war, the destruction of the U.S. arsenal, armory, and more than one-third of the town's commercial structures, forever changed the physical appearance of Lower Town. Floods in the late nineteenth and early twentieth century contributed to the silting up of canals and industrial waterways on Virginius and Hall's islands; to the extent that this area is no longer an island. The same floods damaged many of the newly constructed postwar buildings and factories and brought down other shoreline structures; their foundations and rubble remain for the most part buried by layers of more of the silt. Later, the B&O Railroad created an earthen embankment and rerouted the rail line on top of the armory ruins. To improve the river crossings, modern bridges were constructed in 1870, 1882, 1890, 1894 and 1931.

Harpers Ferry has a long landscape history that is both industrial and picturesque. Specific cultural and political developments and unique natural forces worked both in concert and in opposition to create the remarkable character of this village landscape. It is the story of a small settlement that developed in part because of its spectacular setting and the natural resources it provided, but one whose growth and development was continuously hampered by rocky terrain, floods, and historical events. The character of its enduring and changing landscape is the focus of this report.

PURPOSE OF THE REPORT

Over the past several years the National Park Service has undertaken a number of historical studies, archeological investigations, and building rehabilitation projects in Lower Town aimed at the long-term preservation of significant cultural resources. To date, however, no study or building package has directly addressed the potential historic value of the landscape as it contributes to the historic setting and cultural context of Lower Town. Physical and functional changes over many years have left a variety of landscape patterns, features, and remnants throughout the town relating to several historic periods. The overall "look" of the landscape, however, remains contemporary in character with manicured lawns, ornamental trees and shrubs and, in the eyes of many, a clean, sterile streetscape that never existed. While this landscape does provide a neutral backdrop for interpreting the dramatic and complex events that define the history of Lower Town, many unanswered questions remain about the role of the historic landscape.

Since the focus of much of the preservation work in Lower Town has revolved around individual building packages, the town as a complex of interrelated sites and structures has not always been perceived. With-

out an overall site plan for the town as a whole, individual buildings and isolated features are often preserved lacking an appropriate site context. Ultimately the identification, evaluation, and preservation of the cultural landscape is strongly linked to the preservation of historic resources and enhancing the interpretative environment in Lower Town.

The purpose of this report is to compile and document significant cultural landscape characteristics in Lower Town and prepare a site design based on an evaluation of significant cultural landscape features and patterns.

METHODOLOGY AND SCOPE

The Cultural Landscape Study for Lower Town is divided into three principal parts: **research, analysis and evaluation**, and **design development**. The research phase of the study involved investigations into the historical record and documentation of existing conditions. Historical research was conducted using both primary and secondary sources in the park files. Although a number of historical studies had been completed, virtually all of them related exclusively to the period between 1803 and 1865. In addition, with few exceptions these histories focused on individual buildings or the very broad social history of the site leading up to the Civil War. While this information was helpful, its usefulness was limited in the context of this study as the landscape history was to address the physical evolution and structural development of the site through all historic periods up to the present. As a result, additional research was initiated to identify the physical and functional character of the landscape into the twentieth century. Historic photographs, newspaper accounts, historic maps, manuscripts, and artistic renderings of the site were most useful for understanding the historic contexts for the site. The analysis of paintings, engravings, and lithographs from the period were especially useful for developing key historic themes and understanding the cultural context within which this landscape developed. In addition to these resources, primary source materials from the National Archives and the B&O Railroad archives in Baltimore were most useful for understanding the historical landscape into the late nineteenth and early twentieth centuries. Based on this research, a narrative landscape history was prepared and historical base maps completed depicting the physical landscape through five historic periods of development.

In addition, as part of the project research, all park planning and resource documents were reviewed. Archeological reports were used to supplement historical investigations and knowledge of features identified during the documentation of existing conditions.

The documentation of existing conditions took place over five months. Without a current site map, field work focused on verification of information and supplementing base maps used in the field. Landscape features were recorded on site maps at two scales of resolution in order to depict critical information in a useful manner. The 1:50 scale

site map developed during this phase of the project was used as the primary base map throughout the project.

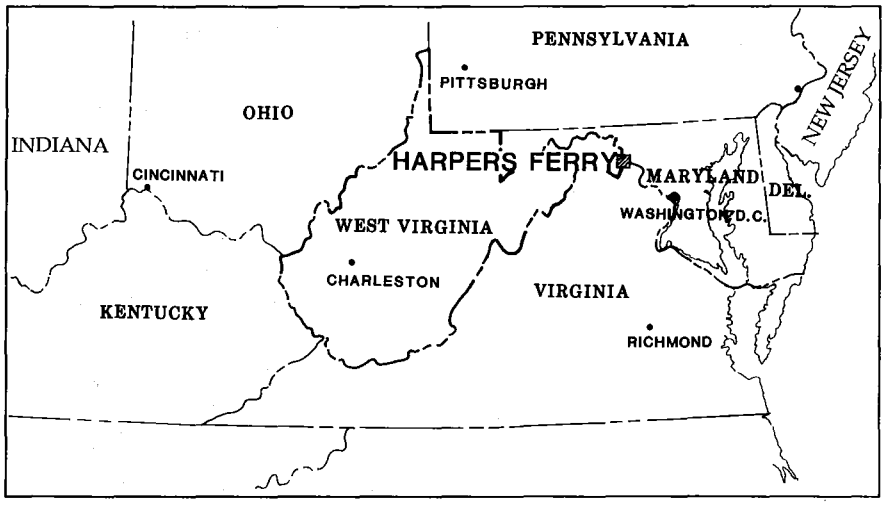
The analysis of the cultural landscape took several forms, leading to an evaluation of landscape significance. Key cultural landscape components were analyzed and data from the historical base maps were consolidated in order to determine the type and concentration of resources remaining in the landscape of Lower Town. Based on this information, nine distinct cultural landscape character areas and corresponding management zones for preservation treatment were identified.

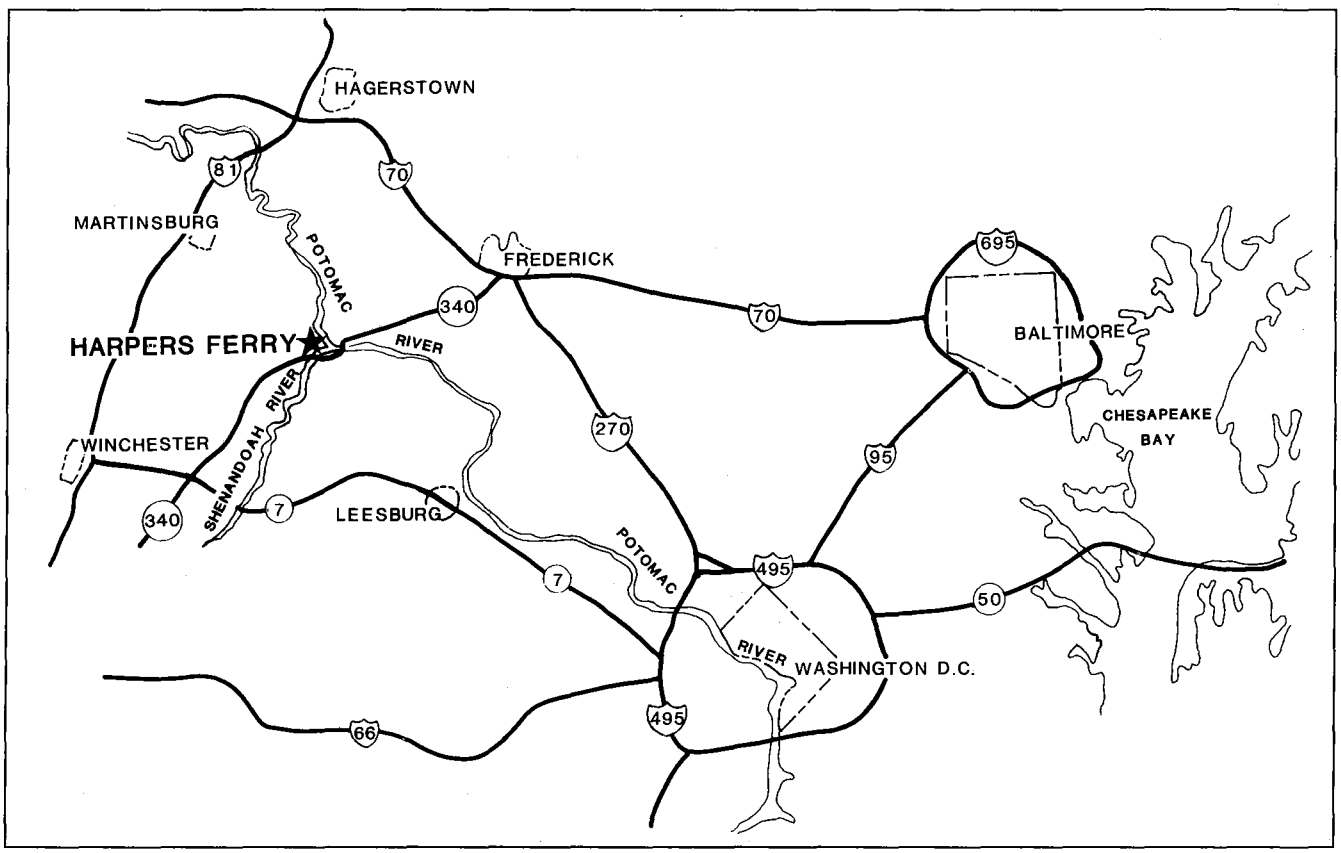
Using these management zones as a framework for design development, three design alternatives for treatment of the cultural landscape were prepared and presented in a review to the park, regional staff, and DSC. Comments from this review were consolidated and a landscape plan was prepared. Design details were developed as needed to illustrate the plan and expand the level of information, and a working materials list was prepared to allow flexibility in the rehabilitation of specific landscape features. It is not within the scope of this report to provide construction documents or cost estimates for work outlined in the document. In some cases, additional design work may be required for detail features proposed in the concept plan, prior to implementation.

II. EXISTING CONDITIONS

ENVIRONMENTAL CONTEXT AND SETTING

Harpers Ferry National Historical Park is located at the confluence of the Shenandoah and Potomac rivers, where the states of West Virginia, Virginia, and Maryland meet. The park includes more than 2,238 acres of land in all three bordering states. The rivers create a dramatic gap through the surrounding Blue Ridge Mountains and lend a scenic grandeur to an area rich in history. The majority of historical resources in the park relate to the period between 1803 and the Civil War when the two rivers were harnessed for power and transportation, and Harpers Ferry became an important manufacturing and commercial town, as well as the site of John Brown's raid on the U.S. armory. Many of these resources are concentrated in Lower Town, which is the focus of this study.





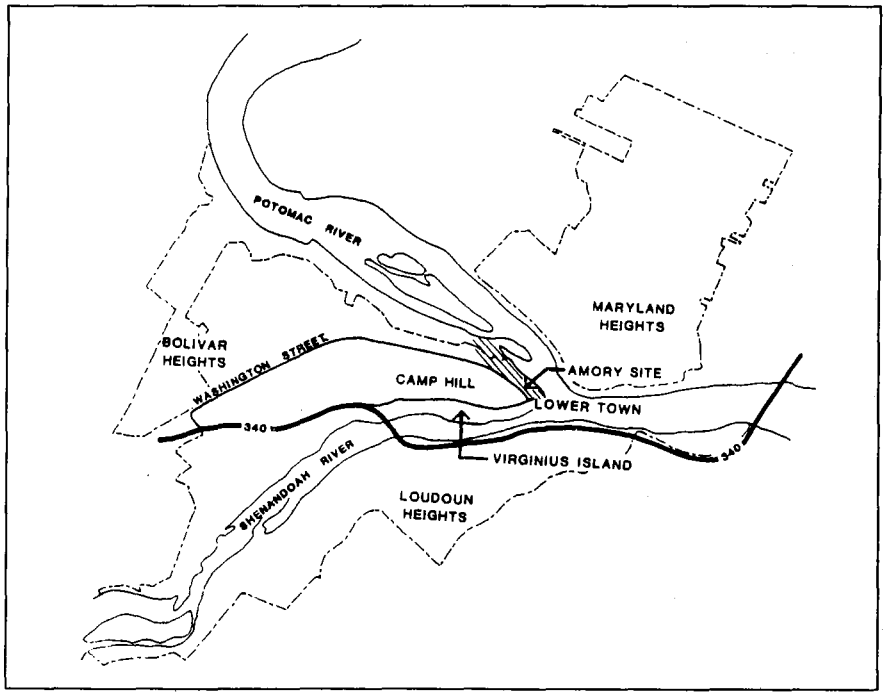
STUDY BOUNDARIES

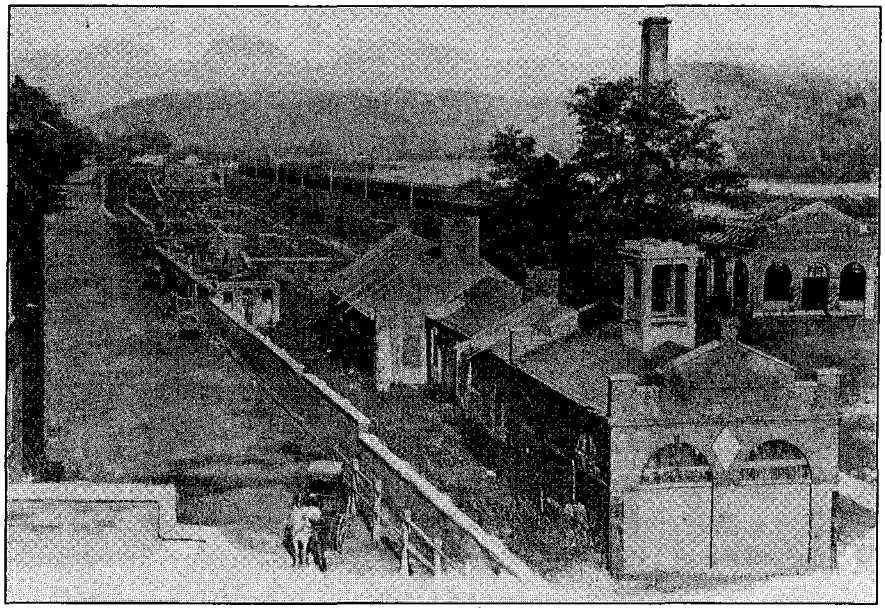
Context and Cultural Landscape Environs

In addition to Lower Town, four areas in the park have a distinct cultural landscape character. Although these areas have a strong physical and historical relationship to Lower Town, they are outside the scope of this study and not addressed in depth. All four areas, however, are integral to the story of Lower Town and define the contextual boundaries for the site as a whole. Each is briefly described below:

The Armory

The armory site is located along the southwest bank of the Potomac River, above its confluence with the Shenandoah. The armory, or musket factory, was the structural and economic core of Lower Town between 1800 and 1860. To a large degree, it also established the overall landscape character of Lower Town as reflected in the layout of roads and pedestrian paths, the platting of open lands; and the style, materials, and technology used to construct buildings, water works, dams, culverts, canals, and structural walls. After the war the site continued as a commemorative landscape relating the story of John Brown's raid. A large earthen railroad berm was constructed in 1894, dividing the site into two segments. The John Brown monument is located on the berm. Today vegetation obscures the location and extent of several remnant features including the foundation ruins of structures, ruins of canals and waterworks, and the large stone wall along the Potomac River. Only a portion of the site is currently within the authorized boundaries of the park, and general access is limited.





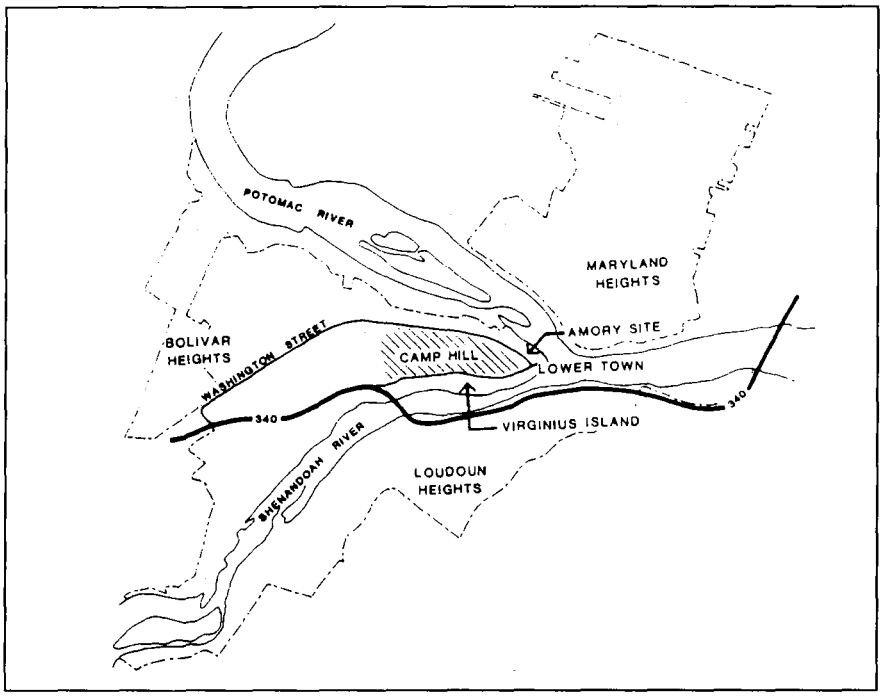
View of armory looking north, ca 1870. Photo file, HF 539.

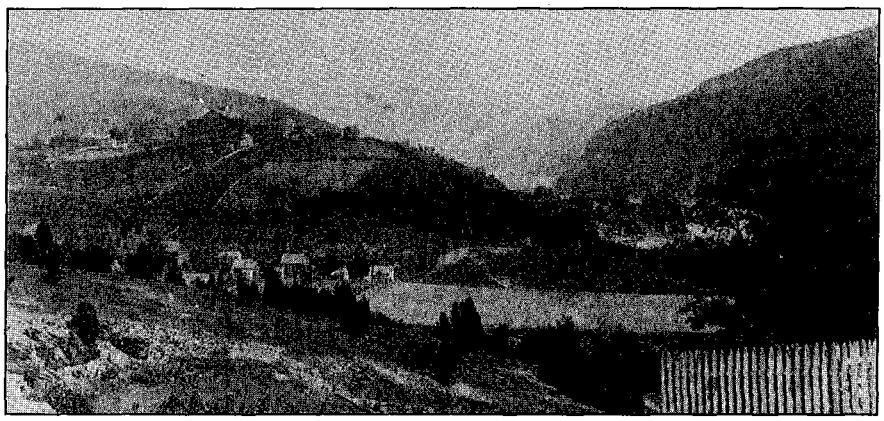


John Brown monument and Civil War tablets, ca 1905. Photo file, HF 124.

Camp Hill

Located west of Lower Town and north of Virginius Island, Camp Hill played a key role in the evolution of the cultural landscape from earliest settlement to the present. In 1782, Robert Harper deeded a portion of the land to serve as a cemetery. During the period between 1810 and 1860, Camp Hill had a distinct community character with dwellings for armory employees and other officials, residential gardens, and streets. During the war, the area became a key encampment site for troops, with earthen fortifications circling the site from the cliff overlooking the Shenandoah, to the bluffs above the Potomac. None of these earthworks remain today. After the war Storer College was established on Camp Hill, and four of the former armory buildings were donated to the college. The college operated from 1868 until 1955. Today buildings are used by the National Park Service for offices, interpretive programs, and the Stephen T. Mather Interpretive Center. Pedestrian access to Camp Hill is along the trail from Jefferson Rock, which ties into the site at the cemetery. Vehicular access is from the town of Bolivar, off of Washington Street.





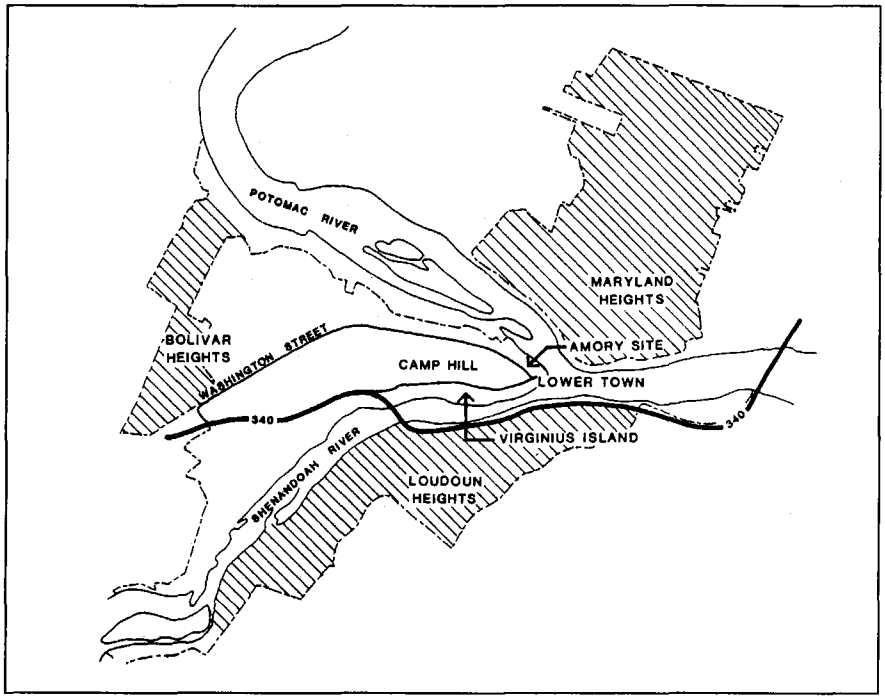
Historic view of Camp Hill, looking east, 1886. Photo file, HF 782.



View to the gap from the cemetery on Camp Hill. 1991, NPS photo, on file HAFE NHP.

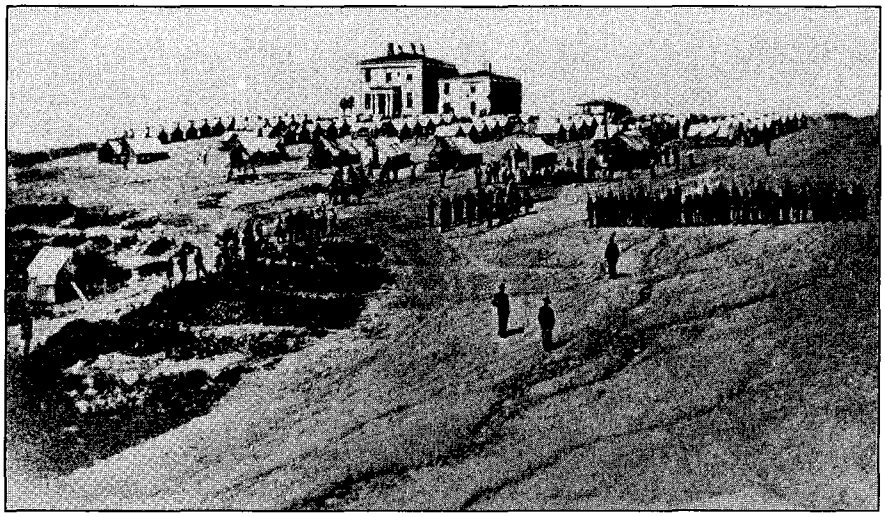
The Heights

There are three distinct landforms or "heights" surrounding Lower Town: Maryland Heights, Loudoun Heights, and Bolivar Heights.



Loudoun Heights

Within park boundaries, Loudoun Heights includes approximately 275 acres on the south shore of the Shenandoah River, in the states of Virginia and West Virginia. As early as 1813, the government purchased timber rights to supply fuel to the armory. In 1862 the Union army constructed three large stone redoubts, several smaller stone riflepits, and huts across the mountain slope. Much of the forest on the crest of the hill was cut to provide open vistas for defense. Remnants include the original redoubts and soldiers hut sites. The Appalachian Trail



Federal troops on Camp Hill, 1862. Photo file, HF 31.

follows the ridge, with adjoining side trails connecting with Harpers Ferry via the Shenandoah River bridge.

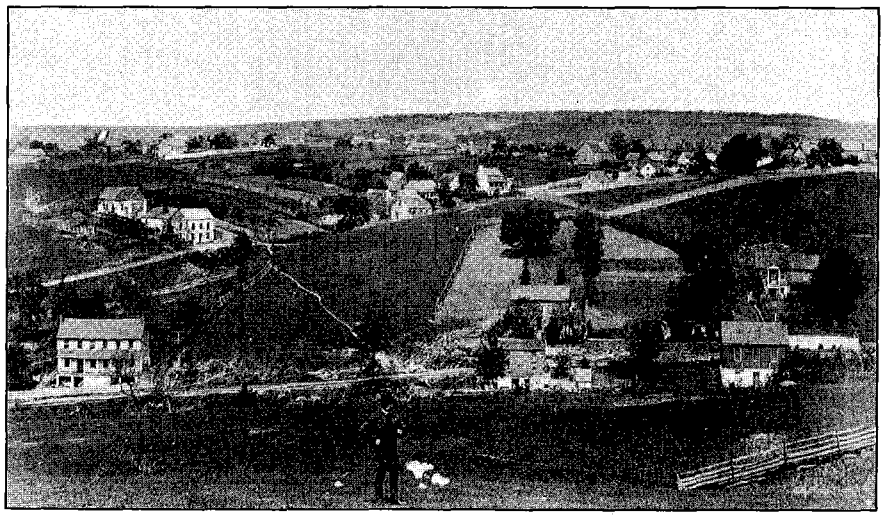
Maryland Heights

Within park boundaries, Maryland Heights covers approximately 763 acres. The landform follows the east side of the Potomac as it travels south past the confluence with the Shenandoah. Maryland Heights was occupied during the war by both Federal and Confederate troops. The majority of remnants reflect Federal occupation of the area between 1862 and 1865. A number of fortifications from that period remain as remnants on the hillside, including earthen redoubts and batteries, a stone fort and associated buildings, stone breastworks, and large campground areas. As with other wooded areas, the forest historically covering the slopes of Maryland Heights was cut for fuel.

Rock outcrops on the crest of the hill overlooking the Potomac offer open views to Lower Town. Access to the heights is by vehicle along Harpers Ferry Road and by the footbridge across the Potomac to the C&O canal tow path, and then by hiking trails.

Bolivar Heights

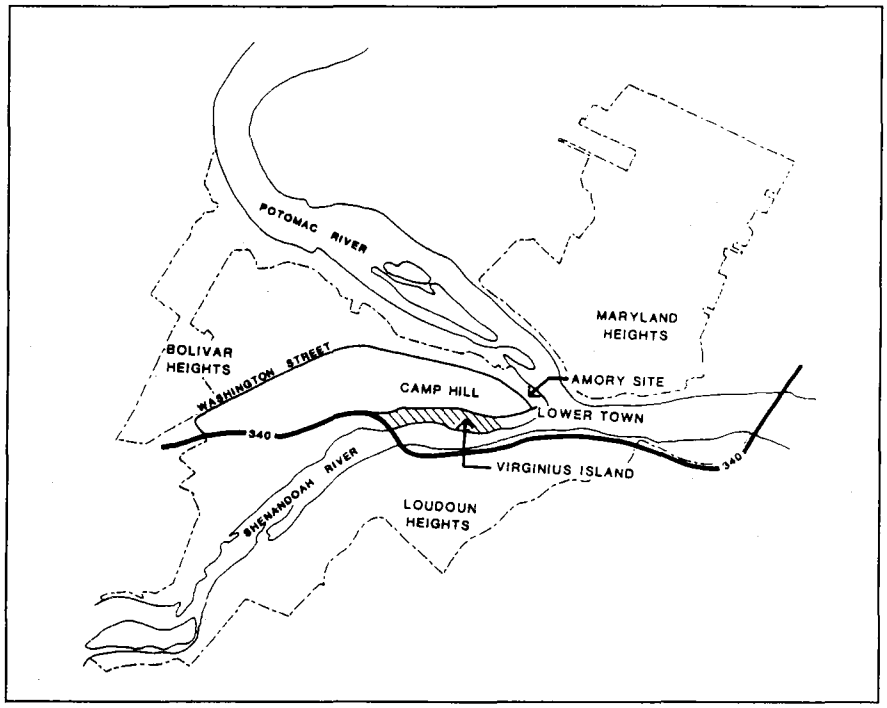
Bolivar Heights is a large ridge extending almost two miles from the Potomac on the north, to the Shenandoah on the south. Historically, Bolivar Heights was heavily fortified during the Civil War and is considered significant as the site of the largest surrender of U.S. troops during the war. Vehicular access to the site is off of Washington Street and Whitman Avenue in the town of Bolivar. An interpretive trail routes visitors to key areas and wayside exhibits.

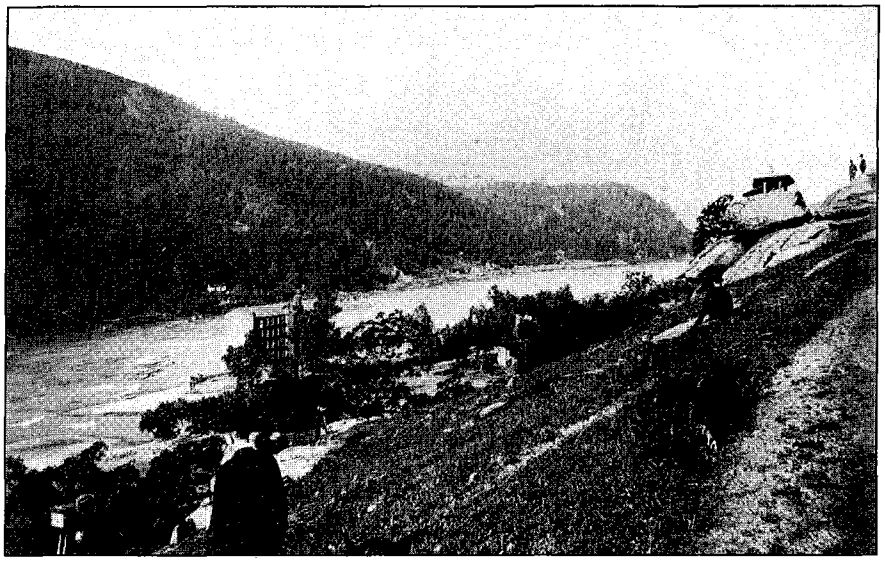


Historic view of Bolivar Heights, 1886. Photo file, HF 776.

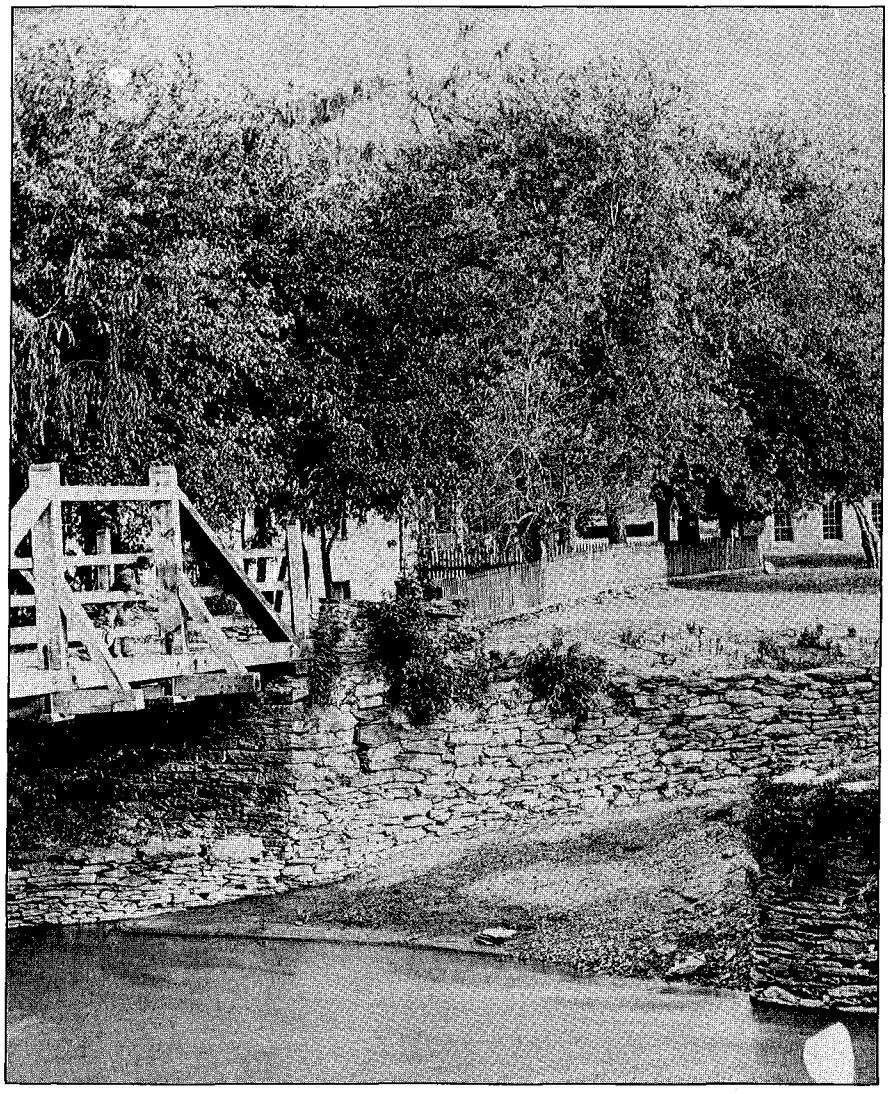
Virginius Island

Virginius Island is located on the north bank of the Shenandoah River, between Lower Hall island and Lower Town. The island is approximately 13 acres in size and includes a variety of historical features and remnants reflecting a period of intense industrial, commercial, and community development at the site through the nineteenth century. The island has a strong historical link with Lower Town and adjacent areas and was socially and economically tied to periods of development and decline in Lower Town. Over the years, the island has been subject to dramatic and frequent flooding which historically impacted long-term development, and the integrity of remaining cultural landscape resources. Primary access to Virginius Island is by a pedestrian bridge which crosses the canal paralleling Shenandoah Street. On the island itself, an informal trail routes visitors to historic foundation ruins, waterworks, and the structural remains of several major industrial buildings.





View of Virginius Island from the hillside, 1886. Photo file, HF 775.



Bridge to Virginius Island, 1886. Photo file, HF 774.

Lower Town Study Boundaries

Study boundaries for the cultural landscape study for Lower Town were determined as part of the initial scoping process for the project, and focused on all lands in Lower Town under NPS jurisdiction. During the course of the project these boundaries were refined and adjusted to reflect the historic development of the town from 1750 to the present.

Boundaries for Lower Town as defined in this study follow the shoreline of the Shenandoah River, wrap around the peninsula, and continue along the Potomac River, then cut back west, across the railroad embankment to Hog Alley. From this point the boundary continues, generally following existing park boundaries, across Harper Yard to the hillside and Jefferson Rock, before cutting back down to the Shenandoah River.

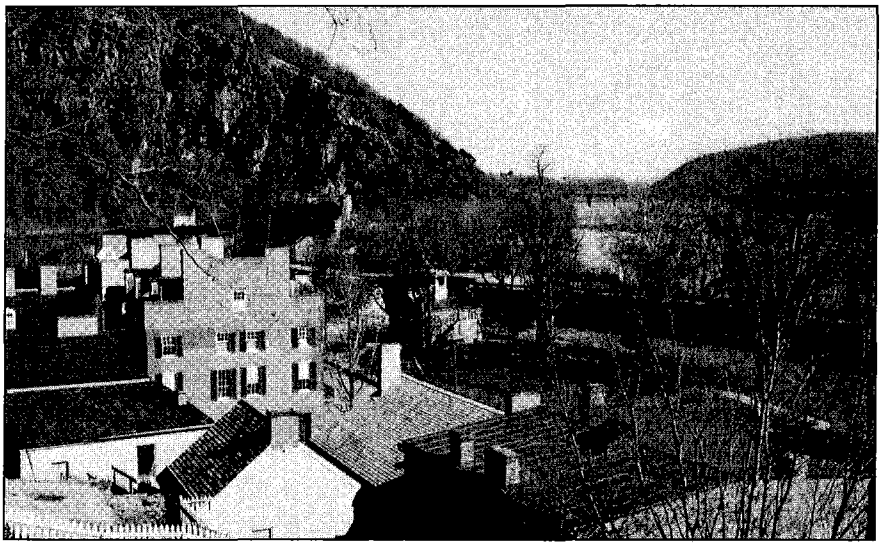
Information in this report relates to the development and significance of the cultural landscape within this study area.

LOWER TOWN

Site Description

Lower Town is the historic core of Harpers Ferry and is located on the bottom of a large peninsular ridge, generally running east to west. It is defined by the shorelines of the Shenandoah and Potomac rivers, and the steep shale hillside and cliffs along Shenandoah and High streets.

Current visitor access to Lower Town is via shuttle bus from the visitor center at Cavalier Heights. Additional vehicular access is generally limited off of U S Route 340, which passes west of Lower Town. Shenandoah Street is the primary east-west road through the site and High



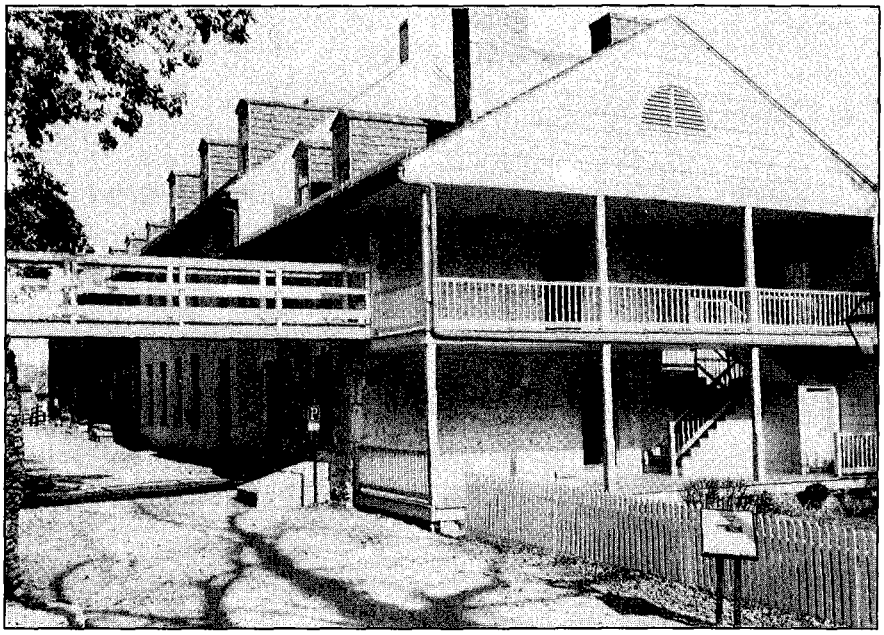
View of Lower Town from St. Peter's Roman Catholic Church, 1991. NPS photo, on file HAFE NHP.

Street is the primary vehicular route north-northwest to Bolivar Heights. Potomac Street provides limited access to shops and the railroad station located on the east edge of the study area. There are also limited access roads, service roads, and parking areas for St. Peters Roman Catholic Church, the residences along the Public Walk, and for NPS employees and staff in the southwest end of the Hamilton Street area.

Pedestrian circulation is largely structured by the street and building grid along Shenandoah and High streets. Other primary pedestrian routes include the stone steps, the trail to Jefferson Rock, and the Point, which functions as a node for trails across the bridge to Maryland Heights, the C&O Canal tow path, and the Appalachian Trail. Secondary trails route visitors through arsenal yard, the "Wager Backyards," and along Market Street.

Both MARC and AMTRACK provide daily passenger service between Washington, D.C., and Harpers Ferry.

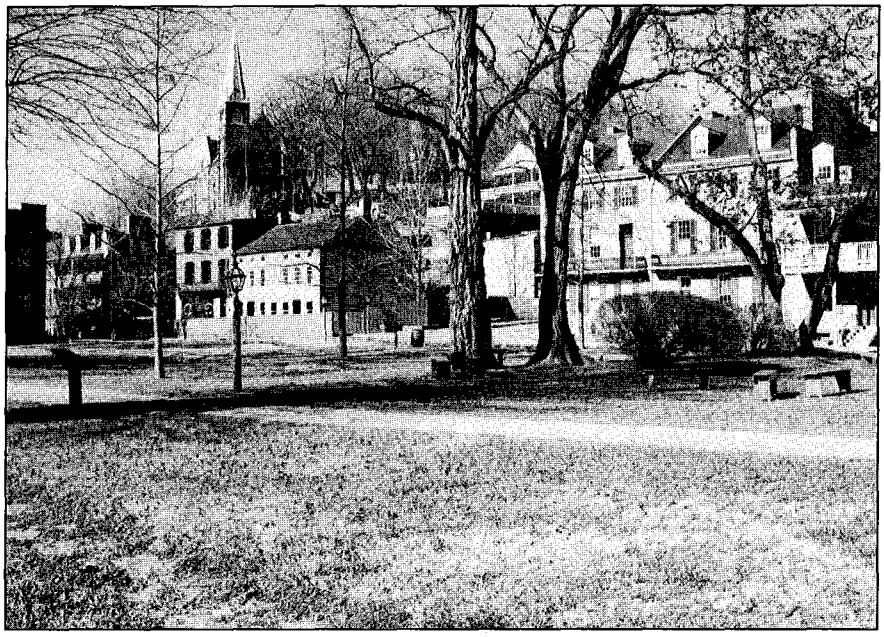
The townscape of Lower Town retains many physical patterns, features, and artifacts relating to historic periods of early settlement, commercial development, industrial enterprise, tourism, and transportation. There are thirty-four historic buildings in the study area, all of which are listed in the National Register. Collectively they embody the full range of preservation treatments ranging from total reconstruction to rehabilitation and preservation maintenance. Brick and local stone are



Harper house and Public Walk looking north, 1991. NPS photo, on file, HAFE NHP.

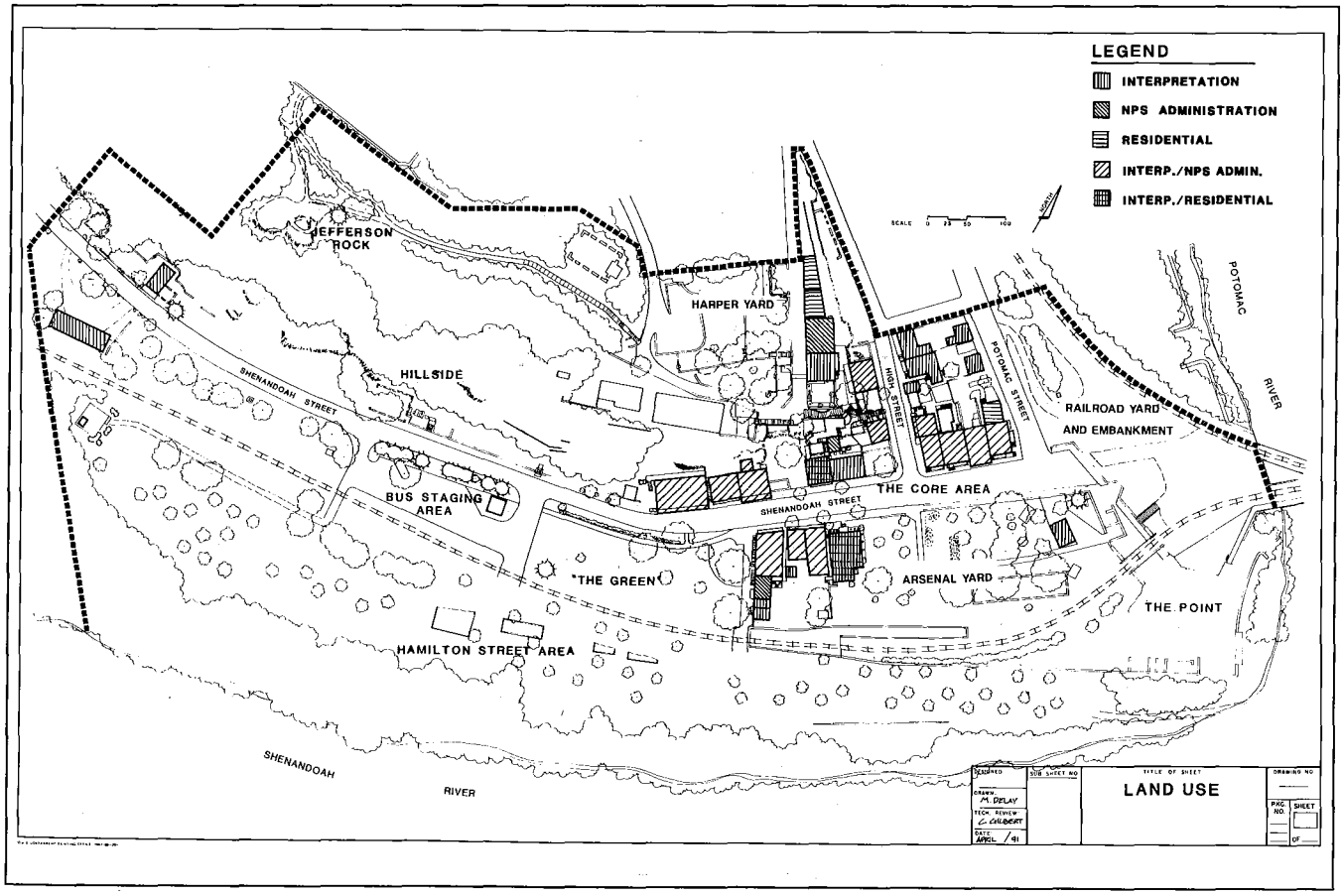
the primary building materials, although there are two wood buildings (building no. 14, and the stables). Many individual buildings are used for interpretative purposes with interior exhibits and displays, visitor services, and NPS facilities and administrative offices. In addition to the historic buildings, a variety of historic structural and ornamental walls remain throughout the study area. Virtually all of these walls are shale, many are dry-laid with bedrock foundations, and several are remnants and are associated with non-extant building sites and developed areas. Among the most prominent are the extensive walls associated with Harper yard and garden, the retaining walls on the hillside above Shenandoah Street and High Street, and the walls between buildings 48 and 45. There is also a major stone wall supporting the railroad trestle, between Market Street and the Point. The three primary foundation ruins in the study site are the Episcopal Church on the Hillside, the John Brown Bridge piers, and the ruins of the Presbyterian Church along Shenandoah Street. Other building foundation ruins are located behind buildings 37, 38 and 40; and throughout the Wager Backyards (see Existing Conditions: Detail Areas, page 2-19. Historic circulation systems and a large number of archeological resources contribute to defining the character of the cultural landscape. Most of the known structural components in Lower Town are stable and in good condition.

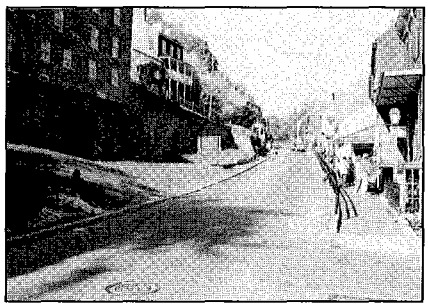
Functionally, the landscape of Lower Town remains the focal point of visitor activity in the park. Although there are many historic structures and site resources, the physical landscape of Lower Town remains contemporary in character, providing a setting within which the key historic stories can be told. John Brown's raid on the U.S. armory at Harpers Ferry is a primary interpretive focus at the site. In addition to interpretive exhibits and displays in buildings, waysides, brochures, costume demonstrations, and other presentations are used to help visitors understand the dimension and scope of the historic resources. In addition to the John Brown story, other historical themes interpreted in the park



View across arsenal yard to Shenandoah Street, 1991. NPS photo, on file, HAFE NHP.

include the Civil War, black history, industrial development, and natural history. Within this framework, the landscape accommodates specific functions, and can be organized into ten separate land use areas, reflecting distinct character within the greater landscape setting. The ten areas are described below.

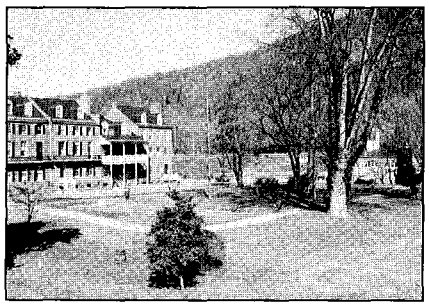




High Street, looking north, 1991. NPS photo, on file, HAFE NHP.

The Core Area

The core area of Lower Town is defined by the concentration of historic buildings and landscape features along Potomac Street, High Street, and Shenandoah Street. The streetscape is characterized by a strong continuum of facades with no set-back, occasionally punctuated by relatively small open spaces created by missing buildings, or as common areas between structures. The core area functions as the focal point for visitor activity in Lower Town, and is the most intensely used area in the study site. Individual buildings are used by the NPS for administrative offices, employee residences, visitor services, and both passive and active interpretation. Landscape areas behind the structures function as open space, interpretive areas, or as areas of limited access for individual structures (such as the area behind buildings 9, 10, 11, and 12).



Arsenal Yard, looking east, 1991. NPS photo, on file, HAFE NHP.

Arsenal Yard

Arsenal Yard is located in the central portion of the study area and includes building foundations and ruins from the large and small arsenal, as well as contemporary structures, walls, paths, and interpretative devices. John Brown's fort is also located in this area and serves as the focus and backdrop for several types of interpretive programs. Visitor activity tends to concentrate in the area immediately around the fort, while activities in the areas along the railroad trestle and to the west are more passive in character.



View of railroad embankment and John Brown monument, looking north. NPS photo, on file, HAFE NHP.

Railroad Yard and Embankment

The embankment is located on the eastern edge of the study site. The embankment was constructed in 1894 when the railroad tracks were realigned, cutting through the former armory grounds. The John Brown Fort Monument, located on the embankment east of Potomac Street, dates to the late nineteenth century and, other than the embankment itself, is the primary historic structure in this area. Although historically this area functioned as a visitor arrival point and passive interpretive area (monument), visitor access to the site is currently restricted, and it is more closely associated with the railroad than the park.

The Point

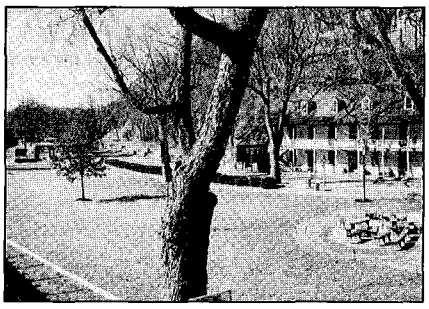
The Point is located at the confluence of the Potomac and Shenandoah rivers, on the southeast corner of the study site. The Point functions both as a transition point and as a gathering area for park visitors. Interpretive signs located along the railroad embankment (historic) and at the land's end are the focus of more passive land use activities; such as reading the interpretive signs and enjoying the view. The Point also functions as a transition point/revolving door, linking Lower Town with the trail to Maryland Heights and associated areas (the Appalachian National Scenic Trail, and the C&O National Historical Park towpath) on the east side of the Potomac River.



View of the Point, 1991. NPS photo, on file, HAFE NHP.

The "Green"

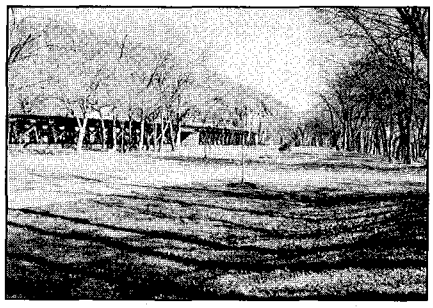
The green is a relatively small lot of manicured lawn and plantings on the south side of Shenandoah Street, east of the bus drop-off, and west of Market Street. The green is primarily used as a flexible open space, with a small area on the northeast corner intensely used on a seasonal basis for interpretative programs. General visitor use of the area is controlled by rope and stanchions and formalized circulation patterns.



View of the Green, 1991. NPS photo, on file, HAFE NHP.

Hamilton Street Area

Hamilton Street is located between Shenandoah Street and the Shenandoah River, forming the south boundary for the study site. The railroad trestle cuts through the site, creating two functionally distinct areas. The area from the trestle to the river contains the historic W&P Railroad trestle and remnants of retaining walls, building sites, and the below-ground foundation ruins of historic buildings, several of which have been marked on the ground plain for interpretive purposes. The area currently is used for NPS employee parking and passive interpretation with waysides and an interpretive trail routing visitors through the area. Land along the Shenandoah River is riparian in character, and used for passive enjoyment of the river.



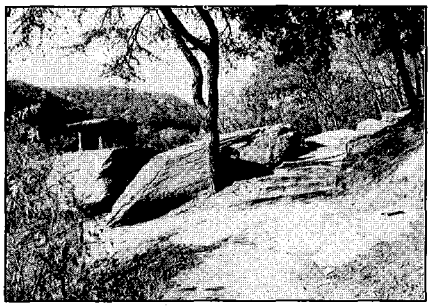
Hamilton Street area looking east, 1991. NPS photo, on file, HAFE NHP.



Shuttle bus staging area looking east, 1991. NPS photo, on file, HAFE NHP.

Shuttle Bus Staging Area

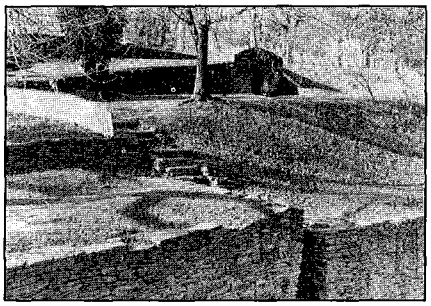
The shuttle bus staging area is on the south side of Shenandoah Street, just west of the "green." The area functions as the primary arrival/departure point for visitors, linking the visitor center at Cavalier Heights with Lower Town. The area is comprised of a drop-off/parking area for the buses, a covered area for pedestrians, and ornamental plantings. Historically this area was part of a concentrated cluster of residential structures, however, there are no visible historic resources in this area today. Land use activities in this area fluctuate corresponding to the scheduled arrival/departure times for the shuttle buses.



Jefferson Rock looking west, 1991. NPS photo, on file, HAFE NHP.

Jefferson Rock

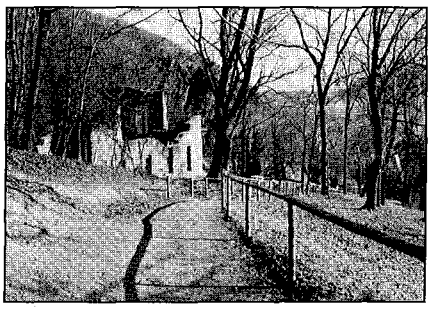
Jefferson Rock is located on the northwest corner of the study site along the trail between Camp Hill and Lower Town. The rock is a large shale slab resting on four carved sandstone pillars (ca 1858) and is sited on a rock outcrop on the face of a wooded slope. The site is a destination point for visitors. Primary land use activities in this area are passive in character and focus on the enjoyment of spectacular views to the site and greater region, and wayside interpretation.



Harper yard looking northwest, 1991. NPS photo, on file, HAFE NHP.

Harper Yard

Harper Yard is a rather large terraced landscape area on the northwest portion of the study site. The terraces step across the slope from east to west. Remnants of the area include historic root cellars, smokehouse, retaining walls, and earthforms dating from several historic periods, as well as contemporary walkways and fences. Harper Yard currently functions as passive open space with no formal interpretive programs.



View of Episcopal church ruins on hillside, 1991. NPS photo, on file, HAFE NHP.

The Hillside

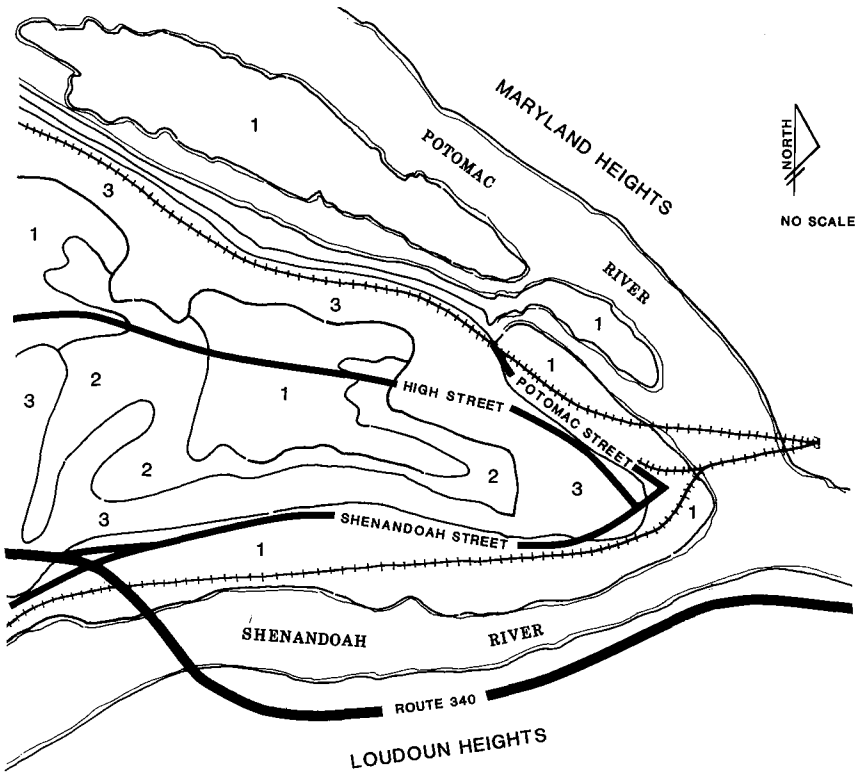
Located in the central portion of the study area, and wrapping around the site from west to east, the Hillside is a strong natural feature influencing much of the built landscape in Lower Town. Comprised of shale outcrops and deciduous forest, the hill is also rich in landscape resources containing remnant walls, the trail connecting Lower Town and Camp Hill, foundation ruins, and the structural ruins of the Episcopal Church. In terms of land use categories, the area primarily functions as a buffer and boundary element defining the perimeter of the developed landscape and the transition between Lower Town and Camp Hill.

NATURAL FEATURES

The predominant landform at Harpers Ferry is the large east-west ridge that structures and disperses general development. Lower Town is located on the eastern toe of this ridge. The ridge itself is part of the Blue Ridge Geological Province and is underlain by five separate geological formations. The primary underlaying formation throughout Lower Town is Harpers Shale. As outcrops, and where exposed, these beds form slabs or blocks that vary in color from bluish-green to bluish-grey. This material was used extensively in the construction of buildings, walls, bridges, waterworks, and circulation systems throughout Lower Town.

The two most significant physiographic features influencing the cultural landscape of Lower Town are the Shenandoah and Potomac rivers, and the "gap." The rivers approach Harpers Ferry from very long and circuitous channels, before finding the confluence east of the study site. The gap created by the rivers extends across the Potomac from Elk Ridge on the Maryland side to the Loudoun County line on the Virginia side. These river systems and the gap had a very strong influence on early settlement and historical development throughout Lower Town.

Within Lower Town, the siting, type, scale, and density of individual structures; the nature and use of specific materials for construction; drainage details; and the general spatial adaptation to, and modification of, natural features and resources reflect a strong relationship between the built and natural landscape. Two additional natural systems have influenced the cultural landscape of Lower Town: soils, and the tendency for flooding.



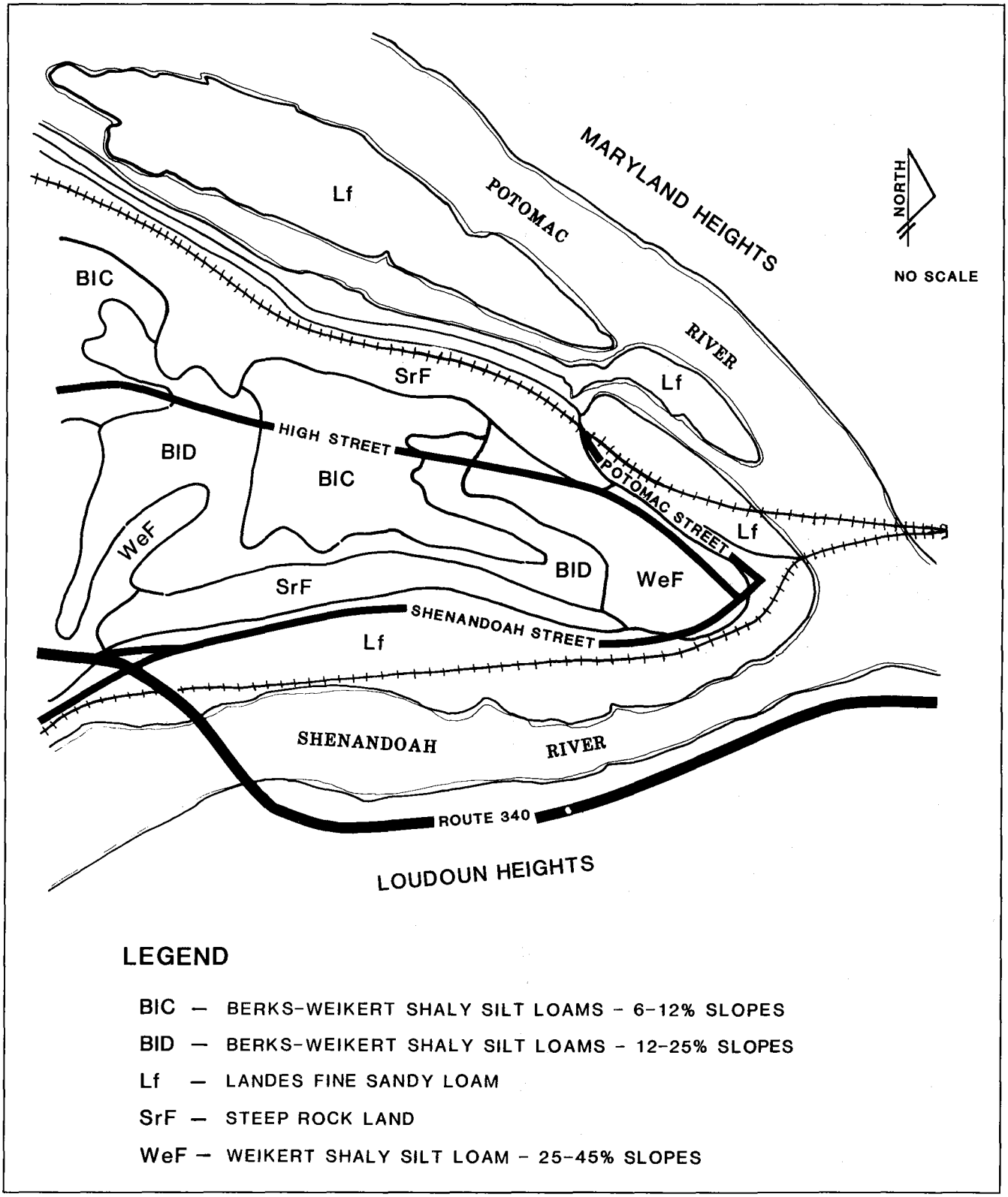
SLOPE MAP

LEGEND

1 Slopes 1-12%
–suitable for industrial, commercial, agricultural, and residential use and as natural areas.

2 Slopes 12-25%
–unsuitable for industrial or commercial use, suitable for agricultural and residential use and as natural areas.

3 Slopes 25%->
–unsuitable for industrial, commercial, agricultual, and residential use. Suitable for use as natural areas.


MARYLAND HEIGHTS
POTOMAC
RIVER
NORTH
NO SCALE
Lf
BIC
SrF
Lf
HIGH STREET
BID
BIC
POTOMAC STREET
Lf
WeF
BID
WeF
SrF
SHENANDOAH STREET
Lf
SHENANDOAH
RIVER
ROUTE 340
LOUDOUN HEIGHTS
LEGEND
BIC — BERKS-WEIKERT SHALY SILT LOAMS - 6-12% SLOPES
BID — BERKS-WEIKERT SHALY SILT LOAMS - 12-25% SLOPES
Lf — LANDES FINE SANDY LOAM
SrF — STEEP ROCK LAND
WeF — WEIKERT SHALY SILT LOAM - 25-45% SLOPES

Soil Map

a. Soils

Five types of soils have been classified in and adjacent to Lower Town. These soils generally reflect the characteristic landform, slope, rocky nature of the hillside, and floodplain along the river banks. The soil types are described in the following categories by the Soil Conservation Service (see map).

BlC - Berks-Weikert shaley silt loams—6-12% slopes

These soils are found between gently sloping hilltops and moderately steep side slopes. Included with these soils are small, moderately steep areas and some severely eroded areas, some very shallow areas. Small seep spots are present during periods of wet weather. Most areas of this unit are wooded. Lack of moisture and shallowness to bedrock severely limit use.

BlD - Berks-Weikert shaley silt loams—12-25% slopes

These soils occur in such intricate patterns that it is not practical to map them separately. Except that they are shallower, each of these soils has a profile similar to that described as representative for its respective series. The soil is generally on short side slopes adjacent to drainageways and receives runoff from higher-lying ground. Included with these soils are severely eroded spots, a few steep areas, a few very shallow areas, and a few ledges of shale or sandstone. Most of the acreage is wooded.

Lf - Landes fine sandy loam—lowlands

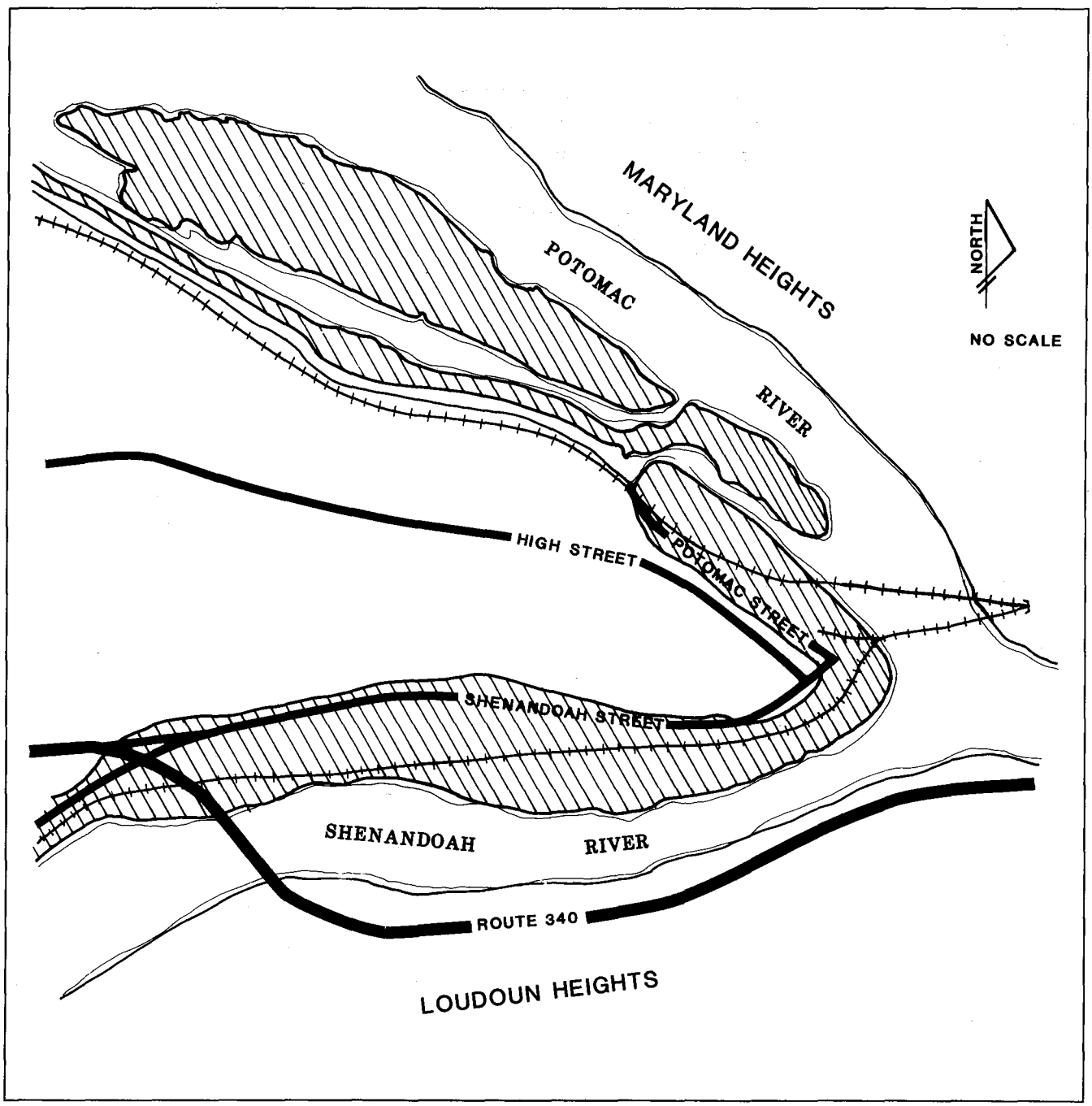
This soil is nearly level. Included are narrow strips of Lindside and Melvin soils and a few areas where the soil is more sandy than this soil. Also included are steeper soils along banks of rivers. This soil comprises the flood plain wrapping around Lower Town between the Shenandoah River and Shenandoah Street, and between the Potomac River and Potomac Street. Unprotected low-lying areas are subject to stream scouring in winter.

SrF - Steep Rock Land—outcrops

This soil is common on steep rock land consisting of very steep areas that have massive outcropping ledges, such as those found along the west end of Shenandoah Street. The soil is commonly found in bands of outcropping sandstone and quartzite ledges along the upper slopes of the Blue Ridge. Included are areas of less steeply sloping soils below these ledges. These areas are nearly completely covered with loose boulders that have broken from the ledges. Most areas of steep rock land are wooded. Trees are generally of poor quality, and growth is slow.

WeF - Weikert shaley silt loam—25-45% slopes

This soil has the profile described as representative for the series. It is steep or very steep and common on the sides of ridges. It is the predominant soil comprising the hillside in Lower Town. Included are some severely eroded areas and a few shale ledges. Nearly all of this soil is in woodland.



100 Year Flood Plain

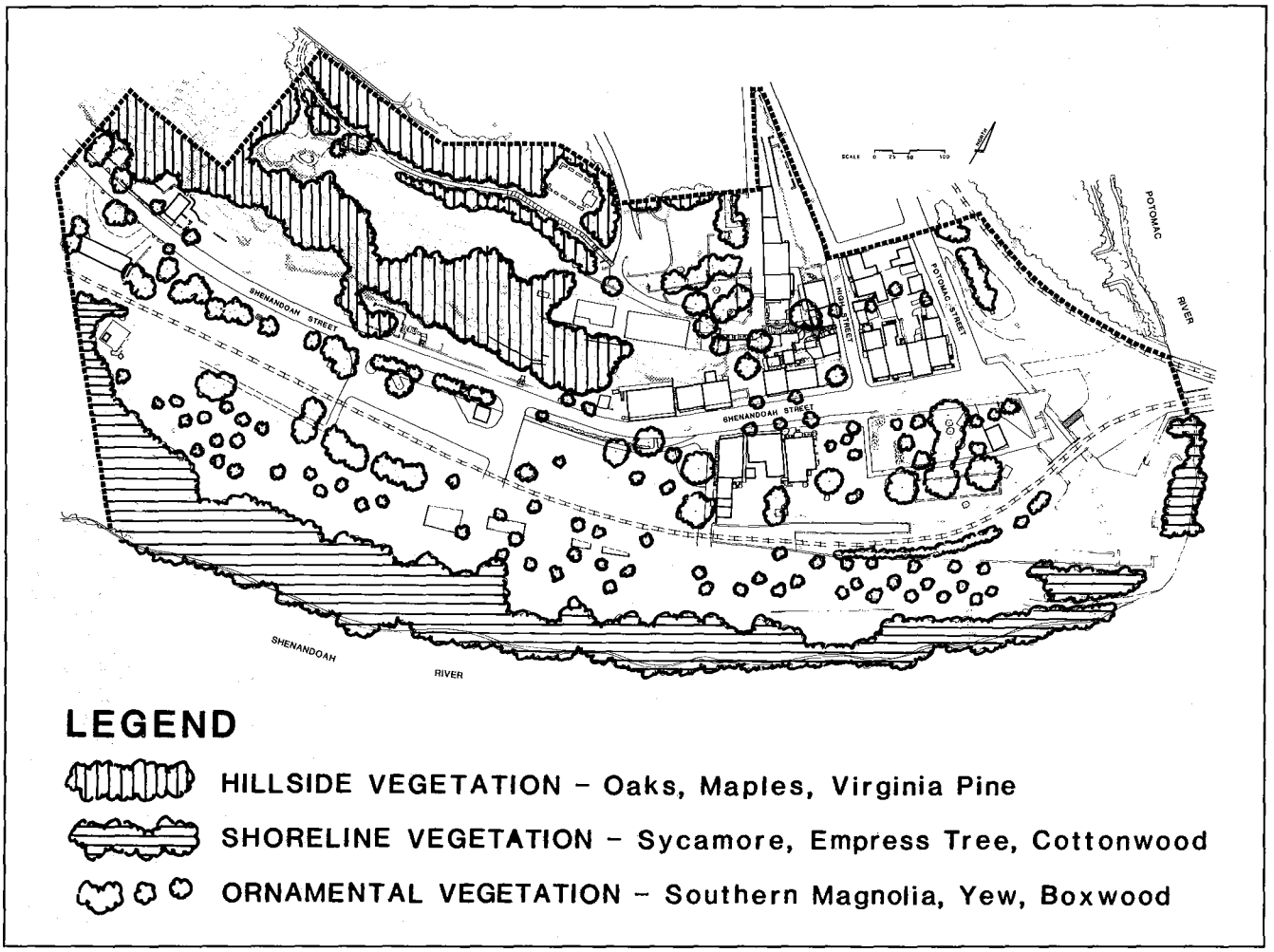
b. Flood Plain

Since the mid-1700s, eighteen major floods have run through Harpers Ferry, inundating large portions of Lower Town and adjacent lands, and significantly impacting the cultural landscape. The area depicted on the 100-Year Flood Plain Map is the area of Lower Town with a probability of flooding once every 100 years. Most floods historically occur between the months of October and March. Major floods are recorded for the following years:

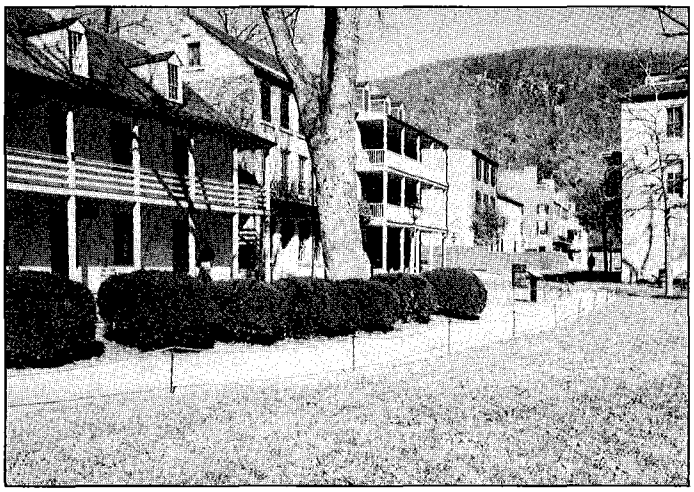
1748- The flood that forced Robert Harper from his house
1753- The "Pumpkin Flood"
1810- Flooded Lower Town
1832- Flooded Lower Town
1843- Three floods that damaged the Winchester & Potomac Railroad facilities
1846- Inundated Virginius Island
1847- Inundated Virginius Island
1852- Washed away the railroad bridge from Virginius Island
1859- Flooded Lower Town and Virginius Island
1860- Flooded Lower Town and Virginius Island
1861- Flooded Lower Town and Virginius Island
1870- Powerful flood that virtually wiped out Virginius Island
1936- Largest flood on record; carried away the highway bridges over both rivers and left only debris on Virginius Island
1972- Flooded Lower Town and Virginius Island
1985- Flooded Lower Town

VEGETATION

Existing vegetation throughout the study site can be grouped into three broad categories including: ornamental plantings in the developed areas of Lower Town, mixed deciduous forests on the hillside, and riparian vegetation along the Shenandoah and Potomac rivers. The following list of plant material for Lower Town is based on field documentation conducted between November 1990 and March 1991. For a complete list of plants found in HAFE NHP, see Basic Data, Harpers Ferry Development Concept, June 1978.

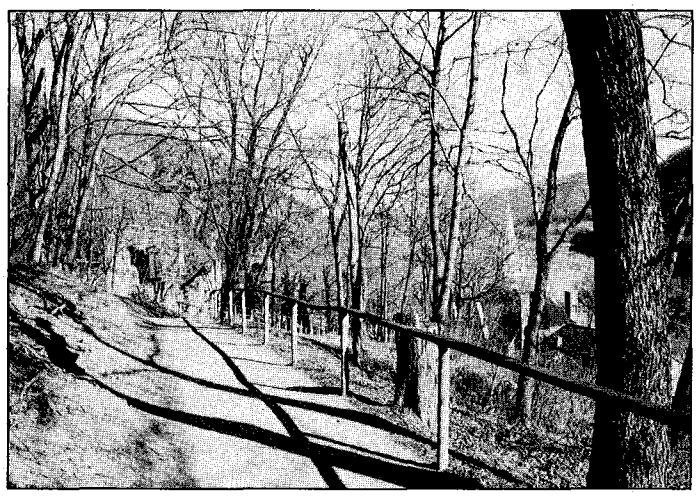


Ornamental Plant Materials



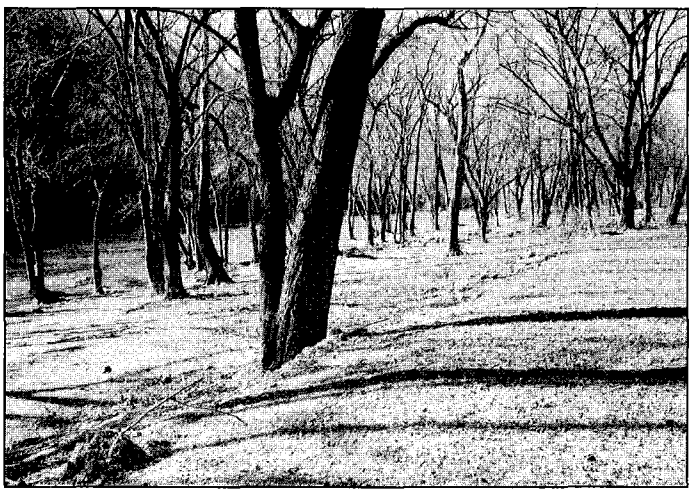
Acer palmatum atropurpea - Japanese maple
Acer platanoides - Norway maple
Aesculus hippocatanum - horsechestnut
Albizzia julibrissin - mimosa
Chaenomeles speciosa - flowering quince
Chamaecyparis pisifera - sawara white cedar
Cotinus coggygria - common smoketree
Cryptomeria japonica - Japanese cedar
Fagus sylvatica - European beech
Ginkgo biloba - ginkgo
Hibiscus syriaca - rose-of-sharon
Ilex opaca - American holly
Juniperus chinensis pfitzeriana - pfitzer juniper
Populus nigra italica - lombardy poplar
Prunus persica - flowering peach
Quercus palustris - pin oak
Salix alba vitellina - weeping willow
Syringa vulgaris - lilac
Taxus cuspidata - yew
Thuja occidentalis - eastern arborvitae

Hillside Vegetation



Acer sp. - maples
Amelanchier arborea - serviceberry
Carya glabra - pignut hickory
Carya tomentosa - mockernut
Ceanothus americanus - New Jersey tea
Cercis canadensis - redbud
Cornus florida - flowering dogwood
Hamamelis virginiana - witchhazel
Juniperus virginiana - red cedar
Quercus sp. - oaks
Pinus virginiana - Virginia pine
Sassafras - sassafras albidum
Viburnum acerfolium - mapleleaf viburnum

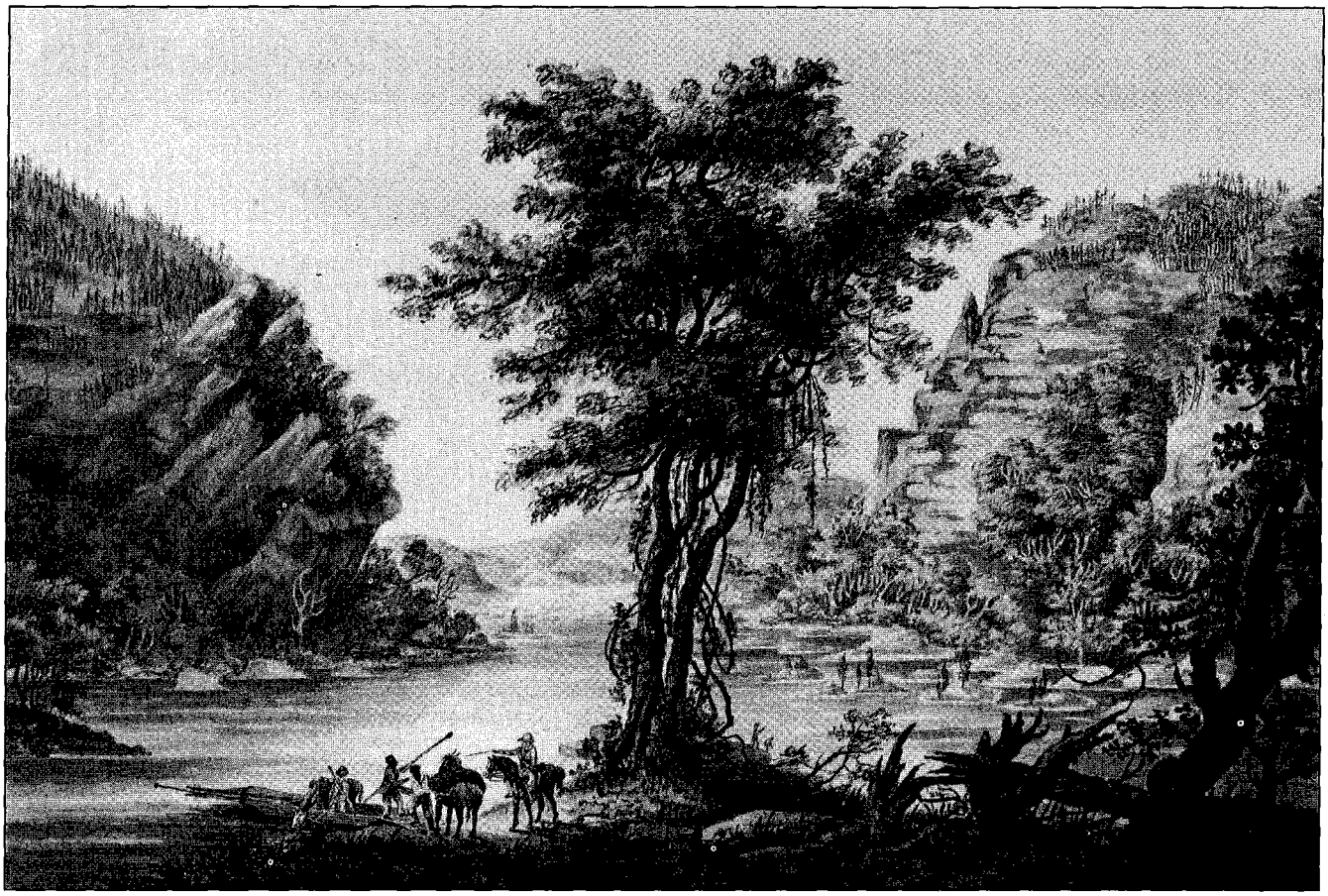
Shoreline Vegetation



Acer sp. - maples
Betula nigra - river birch
Fraxinus pennsylvanica - green ash
Gleditisa triacanthos - honeylocust
Liquidambar styraciflua - sweet gum
Paulownia tomentosa - empress-tree
Platanus occidentalis - sycamore
Populus deltoides - cottonwood
Salix interior - sandbar willow
Salix nigra - black willow
Vitis riparia - riverbank grape

III. LANDSCAPE HISTORY

View down the Potomac from a watercolor by William Strickland, ca 1795. Courtesy of the New York Historical Society, New York City. Photo file, HF 1195.



1750-1815

EARLY SETTLEMENT

The early settlement and development of the landscape at Harpers Ferry was historically part of a larger pattern of colonial migration from southeastern Pennsylvania and eastern Virginia to the western part of the country during the eighteenth century. German, Quaker, and Scottish-Irish settlers merged with the descendants of Virginia planters in the lower Shenandoah Valley to create a community drawn from a mixture of cultural traditions.[1] For these early settlers, the confluence of the Potomac and Shenandoah rivers was an important "short cut" through the Blue Ridge Mountains to the rich agricultural land of the Shenandoah Valley, and commercial opportunities waiting in the distant western territories of the country.[2]

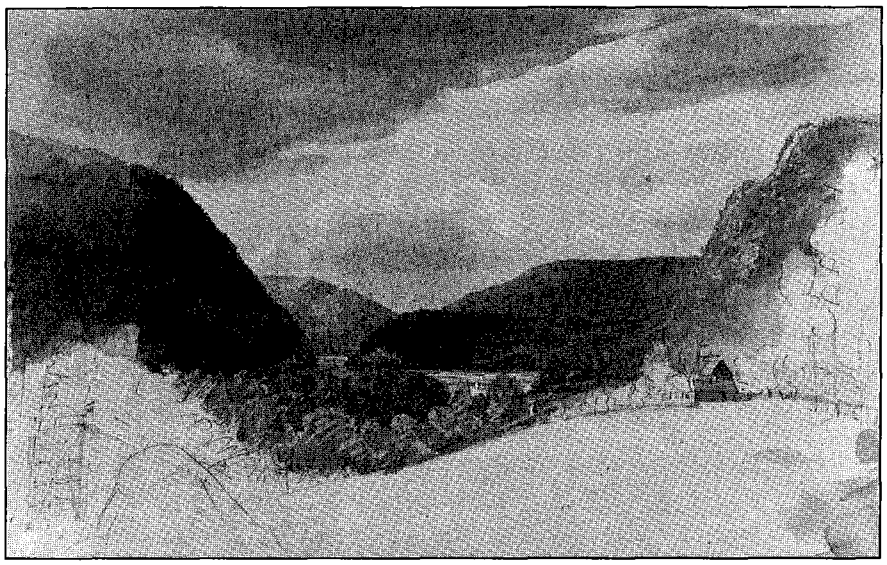
In 1747 Robert Harper, a carpenter and millwright, passed through this gap in the Blue Ridge, en route from Philadelphia to Winchester, Virginia, where he had been contracted to build a meeting house for the Quakers at Opequon Creek.[3] Inspired by the economic and commercial possibilities of the area, Harper purchased a small parcel of land from Peter Stephens, a squatter and the only resident of the site. The parcel contained a log cabin, a corn patch, and miscellaneous ferryboat equipment. The ferry equipment had been used by Stephens to transport travelers across the Potomac, providing a direct route between the Maryland hills and the Virginia Blue Ridge. A more legal land transaction reflecting Harper's claim occurred in 1751 when Harper received a patent for 125 acres from Lord Fairfax, the proprietor of the Northern Neck land grant.[4] Harper insured his control of the river crossing in 1757 when he acquired an additional 20-acre parcel on the Maryland side of the Potomac. Four years later Robert Harper's ferry operation received official recognition from the Virginia General Assembly, when he was granted the exclusive right to ferry, foot, and wagon traffic across the Potomac. Harper increased his Virginia holdings once again in 1762 when he obtained a second patent of 92 acres from Lord Fairfax.[5]

The settlement at Harpers Ferry grew slowly at first. For many years, the community consisted of only a few structures and the ferry operation. Accounts suggest that Harper originally occupied Peter Stephen's cabin, which was located near the present-day intersection of Potomac and Shenandoah streets.[6] Soon after arriving, Harper constructed a second house along the Shenandoah River approximately a mile upriver from the ferry landing.[7] Nearby, he also built a gristmill and a sawmill. In 1775 he began to construct a large stone building on a stepped bedrock ledge a short distance from the shoreline. Most likely built to serve as a tavern, the building was 3 1/2 stories tall, and provided its patrons with a sweeping view of both the Potomac and Shenandoah rivers. It was one of the first permanent buildings constructed at the landing site.

Harper apparently overcame the challenge of building on rocky terrain by using local materials and by adapting the design of the house to the slope of the hillside, with the structure appearing "fastened, as it were, onto the rock."[8] The eastern, or front, facade was made of cut and coursed masonry. The remaining three sides were constructed of rubble masonry and painted with whitewash. Shale rubble, gathered from rock slides or from quarrying the cliffs, was also used to lay the foundation walls on the eastern side. The original design for the interior of the Harper house was based on a typical Quaker plan.[9] Unique to this particular design was the construction of the cellar and basement. Harper incorporated the successive stepped ledges of the hillside directly into the structure of the cellar, basement, and first floor levels. The cellar floor was made of bedrock, while the floor on the next level was laid with flagstone. In a room located in the southwestern corner of this level, a small stone basin collected spring water seeping from fissures in the solid rock (interior) wall on the west side of the building. The overflow outlet for the basin was a narrow channel or trough cut into the surface of the bedrock that lay underneath the flagstone floor. The channel carried the water under the floor down to the cellar room, which probably functioned as the kitchen.

Access to the building was difficult. Travelers had to either climb the rock-faced ledges from the ferry landing or take a more circuitous route, gradually ascending the terraced slopes to the building. The principal path from the ferry landing headed north before cutting back south to the tavern.[10] To the west on the upper side of the building, a bedrock ledge enclosed the structure. On the east side, a path ran along a grassy terrace cut into the hillside. A narrow porch was built on the east side of the building, within a few yards of the ledge, making the narrow pathway between the porch and the ledge no more than a few feet wide. The main entry to the tavern was located on the northern side of the building, at the basement level and on the grade of the upper bedrock path.[11]

From the porch of the Harper tavern, one could easily see the ferry traffic on the Potomac River. Documentation suggests that the original ferry equipment Robert Harper secured from Stephens consisted of a canoe or shallow boat that was poled across the Potomac.[12] To attract more business and to provide adequate service to travelers, Harper improved the ferry facilities to include a boat large enough to accommodate cargo and horses, as well as a landing ramp that could be raised or lowered. The "landing" on the shoreline, a short distance below the tavern, was probably no more than a large worn area on the riverbank, with the fluctuation in water levels and speed of the current affecting the landing position of the ferry, the specific location for unloading cargo, and the selection of a safe spot for passengers to disembark. Over the years, Harper worked to increase business by offering free passage across the Potomac and Shenandoah rivers to those farmers in Loudoun County or in Maryland who brought their "grist" to his mill along the Shenandoah.[13]



"Passage of the Potomac River through the Blue Ridge Mountains 3 August 1810." Copy of a pencil and watercolor sketch by Benjamin Latrobe. Courtesy Maryland Historical Society.

Robert Harper died in 1782, leaving his incomplete stone tavern, the ferry landing and equipment, the mills, and all his land holdings to Robert Griffith, his wife's nephew, and to Sarah Harper, his niece.[14] At this time the small community at the confluence consisted of three primary dwellings, a ferry house, a collection of outbuildings and storage sheds, and the Potomac and Shenandoah ferry operations strung out along the two shorelines. All were connected by pathways and the main road to Winchester.[15] Harper's will divided his holdings along existing east-west fence lines that stretched from shore to shore. He gave the upper portion of his lands and the two mills to Griffith, and the lower portion, including the ferry operation, to Sarah Harper. Robert Harper also stipulated that four acres of his land be set aside as a cemetery lot for himself, his wife and future residents of the town. With this arrangement, his will left a legacy of land division and organization that remains largely intact today.[16]

TWO VIEWS OF THE SAME LANDSCAPE

Overall, Robert Harper's use and modification of the landscape is best described as colonial enterprise and ingenuity. By using available waterpower to establish and operate the first mills, controlling the ferry rights, and developing commercial enterprises, Harper managed to successfully modify the existing landscape in a profitable way.[17] This pragmatic and unencumbered use of the resource to promote an industrial economic base for the site was distinctly different from the more natural and picturesque view of the landscape as described by Thomas Jefferson and others. It was this fundamental difference in vision and use that shaped and reshaped the physical landscape and perceptual qualities of the site through the nineteenth century.

Thomas Jefferson saw both views. On the one hand he acknowledged that "All the world is becoming commercial... ," and on the other, he was a proponent of the agricultural use of land.[18] When Jefferson traveled to northwestern Virginia in October 1783, he came to Harpers Ferry to investigate and to write about the region's natural resources.

During this visit, he climbed the path to the tavern and continued up the hill behind it until he reached a large rock outcrop. There he was inspired to write a description of one of the "most stupendous scenes in nature...written from my own view of the spot, stated what I saw and can now affirm that no fact is exaggerated."[19] While the famous description of the sublime scene of the river gap is included in his *Notes on the State of Virginia,* Jefferson also pragmatically observed in the same work that "our great rivers are at right angles to the mountain ridges and their veins of limestone, coal and other minerals hitherto discovered."[20] Ultimately, Jefferson's portrayal of the setting at the Potomac and the Shenandoah rivers was one of picturesque contrasts:

> *But the distant finishing which nature has given to the picture is of a very different character. It is a true contrast to the fore-ground. It is as placid and delightful, as that is wild and tremendous. For the mountain being cloven asunder, she presents to your eye, through the cleft, a small catch of smooth blue horizon, at an infinite distance in the plain country, inviting you, as it were, from the riot and tumult roaring around, to pass through the breach and participate of the calm below. Here the eye ultimately composes itself; and that way too the road happens actually lead. You cross the Patowmac above the junction, pass along its side through the base of the mountain for three miles, its terrible precipices hanging in fragments over you, and within about 20 miles reach Frederic town and the fine country around that.*[21]

George Washington held a different view. In 1748, at age 16, he came to the area as a member of a surveying party acting on behalf of Lord Fairfax. It was the first of several visits by Washington, who would have a strong influence on the development of Harpers Ferry. Shortly after this early visit, Washington and his brothers began a historic association with the region by acquiring land in the fertile Bullskin Creek Valley, north of Winchester.[22] During the revolution and the early years of the new nation, Washington maintained his longstanding appreciation for the value of the Harper settlement. Overall, his sentiments were more in keeping with Robert Harper's vision of economic enterprise for the site rather than Jefferson's naturalistic view. As early as 1760, Washington advocated adapting the unique conditions and resources of the region to promote economic enterprise. He recognized that the falls in the Shenandoah and Potomac rivers were a potential source for industrial water power and that the surrounding hills and mountains were rich with marketable iron ore and timber.[23] Yet, while Harper likely saw his "works" in the context of the development of the nearby valley, Washington perceived the resources of the area as part of the larger context of industrial development envisioned throughout the greater Potomac River region. Included in Washington's vision were not only the importance of waterpower and the growing iron industry of the upper Potomac, but also the availability of both primary and secondary water routes and some "useful military considerations."[24]

I will pledge myself that there is not a spot in the United States wch. combines more, or greater requisites for these, than that does; considered either as a place of immense strength against, and unaccessible by an enemy; although wise as to the Shipping Port at the Federal City, on water transportation to the Western Country, for its inexhaustible supply of Water, having the whole River of Shenandoah as a resource, and for the populous and plentiful country in which it lyes.[25]

Over time, this vision was manifested by Washington's entrepreneurial role in the formation of the Patowmack Canal Company, by his efforts to establish the new Capital city at Georgetown and Alexandria, and, most of all, by his insistence that one of the federal armories authorized by Congress be located at Harpers Ferry.

The Patowmack Company was established in 1785. Its mission was to deepen existing river channels and to construct a series of small canals and lift locks around hazardous falls and rapids in the Potomac River. The company was also empowered to improve navigation on the tributary streams and rivers, such as the Shenandoah. In his capacity as president of the company, Washington visited Harpers Ferry in 1785 and rested at the Harper tavern. In 1788, he returned to inspect an earthwork that was part of the company's initial work on the Potomac.[26] By 1795, Washington was convinced of the potential value of these enterprises and urged his representative, Tobias Lear, to use all his means to "proceed vigorously to the improvement of the Shenandoah River: for that is the source from whence the wealth of the city is to be derived."[27] Several years later, between 1805 and 1806, the Patowmack Company did excavate a 580-yard canal around the Shenandoah rapids.[28] Located on the Shenandoah shoreline, adjacent to present-day Virginius Island and slightly downriver from Robert Harper's second dwelling, the canal bypassed "The Staircase" of rocky water. The completed work was the first step in executing a large-scale plan for extending the canal through the town. Following the Shenandoah shore, the canal was to intersect the Armory Canal, and then enter the Potomac River near the ferry landing. While the canal project was never entirely realized, the plan was incorporated into the initial layout of the federal armory, leaving an imprint on the future landscape of Lower Town.[29]

In 1794, at a time when political unrest in Europe threatened the stability of the newly formed United States, Congress authorized President Washington to establish three United States armories. Locating one of the armories at Harpers Ferry was decided only after the persistent urging of the President. He described Harpers Ferry as a spot that "affords every advantage that could be wished for water works to any extent; and that no place is more capable of complete defense at a small expense." It was, in Washington's estimation, the "most eligible spot on the whole river in every point of view, for a work of this sort."[30] Washington's opinion conflicted with that of a consulting engineer, Etienne Rochfontaine, who assessed the site and stated that there was no convenient ground on which buildings could be placed, and that, among other reasons, no water work

would be safe because of seasonal freshets.[31] Eventually, Washington prevailed and negotiations for government purchase of the original Harper and Griffith tracts commenced. Deeds transferring these properties to the United States were issued in 1796 and 1797.

The deeds themselves had tremendous influence on land use in Harpers Ferry, and specifically in Lower Town. By obtaining title to almost 427 acres, including tracts on the Virginia and Maryland hills, the federal government effectively converted virtually all private holdings at the settlement into public ownership. With the exception of those parcels retained by John Wager and his family, descendants and heirs of Sarah Harper, the United States government was able to control the way in which the narrow, yet significant pieces of usable land were developed.[32]

The two major parcels retained by private citizens at Harpers Ferry were known as the Wager Reservation and the Ferry Lot Reservation.[33] The Wager Reservation totaled more than six acres and was defined as the area where the "Buildings now occupied by John Wager Senior now stand." Among the buildings owned by John Wager and his wife were the stone Harper house and associated outbuildings and grounds, which included a garden and stables. The boundary followed the west side of the garden fence at Wager's house, and continued westward along the road leading up the Shenandoah River. The northern line included the stable north of the house and extended to a point 150 feet from the bank of the Potomac River. The eastern edge of the reservation extended from this point, due south "till it strikes the Road aforesaid Leading from the ferry up the Shenandoah." Other structures on the reservation included various outbuildings and sheds.[34] Below the reservation, a road, which originated at the Potomac ferry landing and followed the Shenandoah River, divided the privately owned land on the hillside from the remaining government property with the exception of the Shenandoah ferry rights, owned by the Fairfaxes, and the Ferry Lot along the Potomac. The Ferry Lot, also owned by the Wagers, included the landing, the ferry rights to transport all traffic across the Potomac, the point of land created by the confluence of the two rivers, and a stone building, probably a warehouse.[35]

By the end of the eighteenth century, a small community existed at the confluence of the Potomac and Shenandoah rivers. Although the federal government owned large parcels of land along the two rivers, many of the original settlement patterns and structures remained intact. While new roads were established to facilitate access to developing areas, the earliest large scale circulation systems linking the community to outlying regions generally followed routes established during Robert Harper's lifetime.[36] Within this framework the landscape of Harpers Ferry evolved from a small eighteenth-century settlement at the river crossing, into a nineteenth-century industrial town. Many of the physical changes on public and private lands occurred rapidly; in other instances, changes occurred over many years. In both cases, alterations to the landscape by the federal government for the production of arms and commercial enterprise played a significant role in permanently transforming the character and appearance of the cultural landscape of Lower Town.

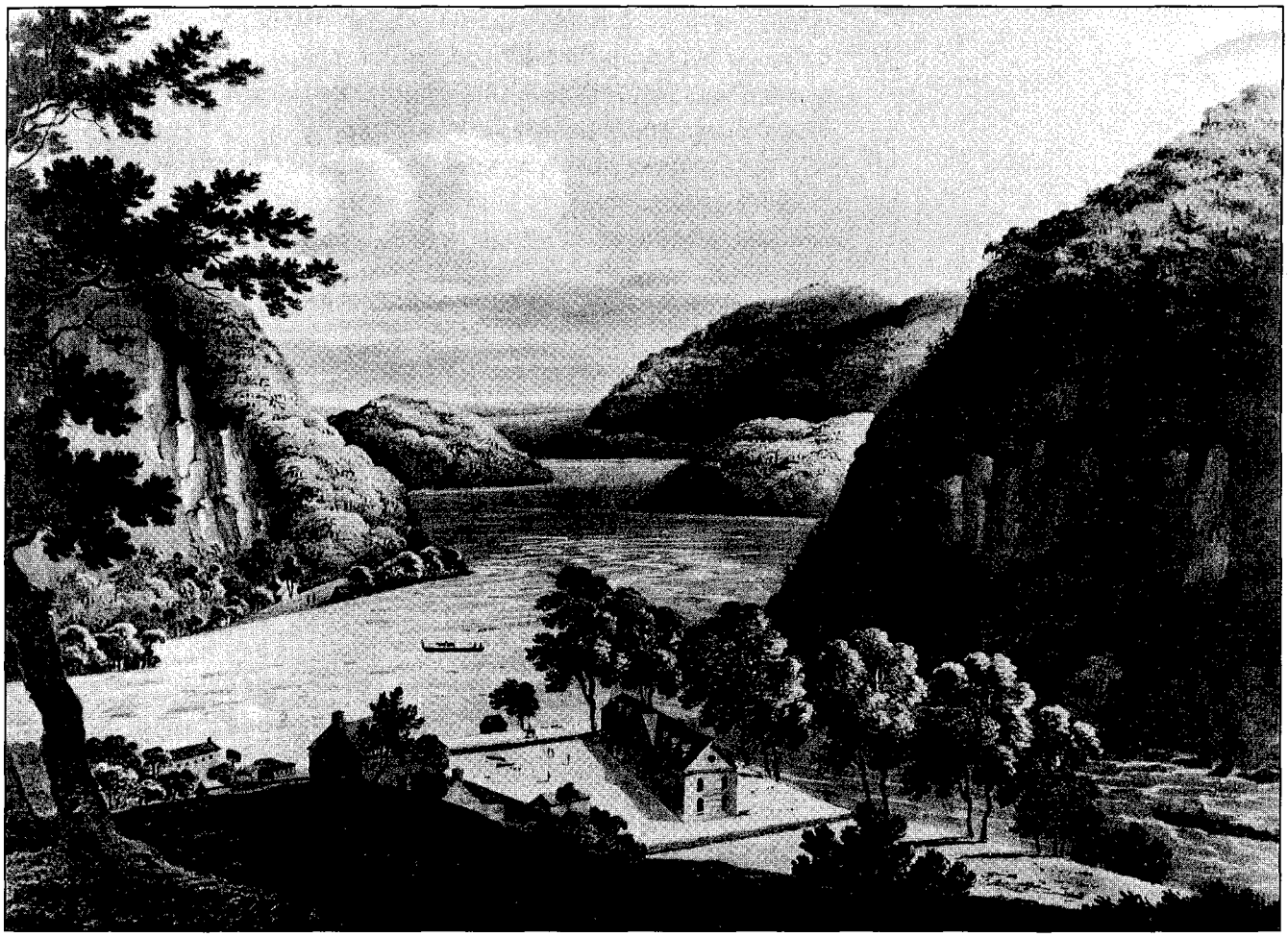


Illustration depicting early armory buildings at the confluence of the Potomac and Shenandoah rivers, ca 1803-1806. Photo file, HF 21

ESTABLISHMENT OF THE ARMORY

The United States Congress appropriated funds for the development of federal arsenals and armories in 1798. The construction of the armory canal and the hiring of armory workers at Harpers Ferry began shortly thereafter. When the first small contingent of armory mechanics arrived in the fall of 1798, they worked in an old frame warehouse where they reconditioned damaged arms received from other federal depots. The initial layout and plan for the armory at Harpers Ferry was developed by John Mackey, the government paymaster and storekeeper.[37] In addition to the construction of the armory buildings and workshops, a canal was designed to channel water and generate power for the armory equipment and machines. Throughout the early construction period, however, the lack of skilled mechanics and suitable housing for government employees were major problems in the overall operation of the complex. A temporary work force of 100 soldiers was conscripted from two regiments of the United States Provisional Army under the command of Maj. General Charles C. Pinckney. These troops were stationed on the open hillside above the stone tavern in 1799 to protect the armory from possible attack by France.[38]

The legacy of Pinckney's troops includes more than their work on the armory canal. The regiments left two unique marks on the landscape above the town. One was the site of their encampment, which

became permanently known as Camp Hill.[39] The other was the alteration of Harpers Ferry's major landmark, Jefferson Rock. According to legend, Federalist soldiers in General Pinkney's army chose to express their anti-Republican sentiments by overturning one of the large boulders on Jefferson Rock. The prominent outcrop had apparently been named sometime earlier to commemorate Jefferson's 1783 description of the river gorge, published later in the *Notes on the State of Virginia.* When the soldiers heaved the rock, it " rolled down the hill to Shenandoah street [sic], where it lay for many years, a monument to stupid bigotry."[40]



"Harpers Ferry Armory Looking South." Pencil sketch by Benjamin Latrobe, 1810. Courtesy Maryland Historical Society.

The first buildings for the armory complex were completed in 1801. Although the armory canal was functional by 1802, it was not always watertight. The smith shop, factory, and the three story arsenal building were built of brick and described by their designer, John Mackey, as "elegant." The arsenal building was by far the largest building in Harpers Ferry at that time.[41] While many of the workshops associated with the complex were located along the Potomac River, the arsenal occupied a prominent position at the southernmost point of Lower Town, parallel to the Shenandoah River and adjacent to the Ferry Lot. East of the arsenal yard was the ferry landing house, and on the southwest, the new paymaster's residence.[42] Nearby was the original warehouse and factory which had been converted into living quarters for the superintendent, Joseph Perkin, and his family.[43]

New construction of the armory complex and the arsenal did not necessarily promote arms production at Harpers Ferry. Output for the years 1801-1808 was for the most part sporadic. The "biliousness" of the work environment was one of the reasons cited. Workers' maladies were frequently attributed to the unhealthy living conditions in Harpers Ferry. Low-lying land, the tendency for flooding in some seasons, and occasional low water levels not only created health problems, but also restricted the use of the canal and inhibited the physical operation of the armory.[44] Whatever the health problems and environmental concerns,

production did increase dramatically in 1808, when the second armory superintendent, James Stubblefield, was given authorization to construct additional shops, hire new workers, and manufacture more arms.[45]

These improvements at the armory had a great impact on the community at large. In 1805 Harpers Ferry consisted of a "post office which is 65 miles from Washington city" and about 15 houses on the west side of the river.[46] In 1810 the armory superintendent reported that the government's facility had been enlarged to include 197 armory workers and 12 workshops.[47] The population in the town had increased to about 700. In addition, the town had

> *... a good tavern, several large stores for goods, a library, one physician, and a professor of the English language.*[48]

While the armory buildings were arranged in two straight lines parallel to the Potomac canal channel, residential structures for the workers located near the factory were sited in a more random fashion. Living conditions for armory workers were often makeshift and crowded. In some cases, unmarried workers lived above the workshops or in dormitories, while families often shared apartment style accommodations.[49]

Other sections of the community were not as crowded as the armory area on the Potomac shore. Nine buildings were clustered on the north side of the "Present Ferry Road," or the road along the Shenandoah River, on the privately owned Wager Reservation. One of the larger buildings was the Harpers Ferry Hotel, constructed by the Wagers in 1803, and over the years leased to various innkeepers. The siting and linear arrangement of these private structures along a primary road suggests that an early commercial streetscape existed at the southern edge of the Wager Reservation. Behind these buildings space was given over to the establishment of service yards including undifferentiated work spaces, garden plots, fruit trees, animal pens, and privies. On government lands to the west along the Shenandoah shoreline two large areas were fenced and used as stables for armory horses, and as "meadows" for grazing livestock.[50] Further up the Shenandoah, the first skirting canal, excavated by the Patowmack Company between 1805 and 1806, carried cargo boats, called gondolas, through the relatively pastoral landscape toward Lower Town.[51]

Other areas of the town were also growing and the landscape was modified to accommodate expanding needs of the community. Between 1783 and 1803, and perhaps until 1807, the Wagers rented out Harper's house for use as a tavern.[52] Beginning in 1807, it was leased to a merchant, Robert Humphreys and his wife, a relative of the Wagers. The Humphreys may have used the building as their home until 1823. The Harper house, adjoining yards and outbuildings formed a residential cluster on the upper slope of the town that was distinctly different from the brick armory complex below. As in the previous century, circulation and land use patterns within the cluster conformed to topography rather than a formal plan. Access from the ferry landing area to structures and sites on the hillside improved during this time. In 1810 forty-four steps were carved out of the rock ledge that formed the Harper house terrace,

thus linking the lower parts of the Wager Reservation with the gardens and yards in the upper part.[53] Documentation also suggests that initial construction of the dry-laid stone retaining walls on the upper and lower terraces next to the house was also undertaken during these years.[54] "Mrs. Wager's garden" was relocated farther up the hill (from an earlier garden plot located at the present-day northwest corner of High and Shenandoah streets) to a site near present-day Wager lot 19. Two rows of grapevines that grew in her garden were large enough to be included as landscape features in an 1814 survey of the Wager plat.

Additional changes within the core area of the town, including the construction of new commercial and residential buildings, brought a sense of community to the area. Unlike the armory buildings, many of the new houses and other privately owned buildings were constructed of native Harper shale, wood frame, and/or brick. Among these new buildings was one constructed by James Wager, Jr., to be used as both a store and a residence, and a new stone stable which was sited on the street below the Harper house.[55] During this period the government also constructed a variety of new buildings. In response to the housing shortages that restricted early development of the armory, Superintendent James Stubblefield arranged for armory workers to build new residences on public land. For the most part these houses were located on the lowlands along Shenandoah Street and on the public lots facing the Charles Town Road (present day-High Street). An additional twenty houses for government workers were constructed on the eastern portion of Camp Hill above the armory grounds. These houses were relatively simple, vernacular structures with garden plots behind.[56]

In spite of the general shortage of flat, arable land throughout Lower Town and the surrounding developed areas, individual gardens were plotted and cultivated. Although most were not as large as Mrs. Wager's, there were many other impressive gardens. In the period before Armory Superintendent Stubblefield, both the first superintendent, Joseph Perkin, and the first paymaster, Samuel Annin, maintained cultivated plots near their residences. Perkin is said to have grown "cabbages, turnips, carrots and everything else of the vegetable kind."[57] When Samuel Annin served as paymaster, between 1800 and 1815, he had use of the "Paymaster's House and Yard," located south of the arsenal area. He evidently invested "immense labor, expense for many years to cultivate an extensive garden, and lot adorned with a variety of trees, fruits, etc..." When Annin retired to the brick house and shop, built in 1812 by his son, he "converted the lot into a garden."[58] While most of the gardens in Lower Town were functional and utilitarian in character, they defined the beginnings of a distinct residential garden style in the larger landscape context of Harpers Ferry.

As government expansion and private initiative encouraged industrial and commercial development in the community, the circulation system throughout the area also expanded to include a hierarchy of primary and secondary roads and pathways. Documentation suggests that the "Road to Winchester" and the "Present Ferry Road" were the first

two streets in Lower Town.[59] The early establishment and continued use of these roads emphasizes the importance of the two ferry landings and physical connection between the town and the agricultural lands of the Shenandoah Valley. During these years the Patowmack Company proposed incorporating the existing roads into an elaborate canal system. The company's plan included a canal and street junction where the armory canal would meet the proposed channel and a series of lift locks, constructed parallel to the Wager Reservation buildings. "The Road to Winchester" and the "Present Ferry Road," were to be relocated around the canal features, bypassing the intersection of the two waterways. The other main wagon route, which led west from the town along the Shenandoah shoreline, was envisioned as the main channel. With its bed built flush to the cliffside, this canal was designed to connect the Patowmac Company's Shenandoah skirting canal with a series of new locks in the town. By 1811, the proposal for the canal extension through the town had been abandoned as the need for roads and streets quickly gained importance over canal transportation. The route along the Shenandoah River was, by then, referred to as Shenandoah Street, and by 1814 was identified as "the public road leading from Harpers Ferry up the Shenandoah." About the same time, the informal lane from the Shenandoah ferry landing to Shenandoah Street was called Loudoun Street, after the Virginia county on the opposite shore.[60]

By 1815 the development of public and private lands in Lower Town reflected a pattern of land use and organization that was to have a long-term impact on growth and community development. The armory, with its distinctive brick buildings and shops occupied all the flat, public land near the Potomac River bank. Other industrial areas included the canal way and locks on the Shenandoah, and the two ferry landings.[61] The government lands along the shoreline wrapped around the rocky ledges and slopes that marked the privately owned Wager reservation. Within the reservation several areas had a distinct landscape character including the Harper Cemetery, the cluster of structures associated with the stone tavern and outbuildings on the hillsides, and the cluster of commercial structures fronting the "Ferry Road." What unified many of these features was the use of Harper shale, a building material that added a significant picturesque character to Lower Town. As commercial areas and residential neighborhoods in Harpers Ferry began to take more definition in terms of physical structure, and more dimension in the use of space and material, the landscape of Harpers Ferry became more complex, defined by both its industrial environment and the more picturesque images of nineteenth-century America.

ENDNOTES

1 Migration patterns from eastern Virginia and Pennsylvania are discussed in the works of Henry Glassie, Allen G. Noble, and Frederick Gutheim. Because the Shenadoah River flows northward, the lower part of the Shenandoah Valley is north of the upper portion.

2 Architectural and structural remnants of these historic settlement patterns are evident in many of the communities which surround present-day Harpers Ferry. The earliest documented traders came to the region in 1707; the first settlement was established at Mecklenberg in 1727, which was patented to Thomas Shepherd in 1734. In 1731 Quakers settled at Opequon Creek, near present-day Winchester, Virginia, and subsequently contracted Robert Harper to build their meeting house. Dave Gilbert, *Where Industry Failed* (Charleston, West Virginia: Pictorial Histories Publishing Company, 1984), p. 11.

3 See anonymous manuscript transcribed in James P. Nofsinger, "Harpers Ferry, West Virginia, Contributions Toward a Physical History," 1959, HFNHP manuscript, pp. 203-232, (also referred to as the Mrs. John Newcomer transcription in HFNHP collection). For an account first written in 1903 of the legend surrounding the founding of the community by Robert Harper see Joseph Barry, *The Strange Story of Harpers Ferry* (Shepherdstown, West Virgina: The Women's Club of Harpers Ferry District, 1979).

4 Thomas Lord Fairfax was the owner of 5,700,000 acres in the northern part of Virginia; this royal land grant originally created by Charles II of England was referred to as "The Northern Neck of Virginia." Fairfax inherited the vast tract, which included all the territory between the Potomac and the Rappahannock rivers from his grandfather Thomas Lord Culpeper. As was the custom in seventeenth-century and eighteenth-century Virginia, large subdivisions of these lands were awarded by English landowners in the form of patents to colonists.

5 Until the close of the eighteenth century, the community was referred to as "The Hole," "Shenandoah Falls at Mr. Harper's Ferry," or "Harper's Ferry." In Robert Harper's 1782 will, the site was called "Harper's Ferry Tract." In the 1796 deed transferring the property of Harper's heirs to the United States, the area was referred to as "Harpers Ferry." Harpers Ferry was officially incorporated by the State of Virginia in 1851.

6 Legend as recounted in Joseph Barry's *Strange Story of Harpers Ferry* and in the anonymous manuscript in Nofsinger's "Physical History" holds that the site of the Stephens' cabin is near present-day Park Building 9. Analysis of the land holdings of Harper's heirs suggests that the cabin may have been located farther east, in the intersection or crosswalk of modern Potomac and Shenandoah streets.

7 See copy of map entitled "Land purchased of John Wager Area: Harpers Ferry, Virginia," which notes the site of Harper's residence on the Shenandoah. This map is inserted in Nofsinger, "Physical History," p. 255.

8 Julian Ursyn Niemcewicz, "Under Their Vine and Fig Tree," p. 114, HFB 262, HFNHP collection.

9 Allen G. Noble, *Wood, Brick and Stone* (Amherst: The University of Massachusetts Press, 1984), pp. 45-46; and Historic American Building

Survey drawings for Harper House-Marmion Row included in Charles W. Snell, et al., "Harper House, Gardens and Furnishings," HFNHP manuscript.

10 See "Plan and Section of a Canal at the Lower Falls of the Shenandoah River; its junction with the Public Canal at Harpers Ferry and the necessary locks Surveyed by N. King and Leon Harbaugh February 1803 for the Patomack Company," HFNHP map collection designation: U.S. Department of the Interior, National Park Service, EODC, Drawing NO. NM-HF/3004, and "Plan of the proposed junction of the canal at Lower Falls of Shenandoah with the Public Canal at Harpers Ferry and the necessary locks for descending into the Potomak River." Surveyed and leveled by N. King and L. Harbaugh, February, 1803. HFNHP map collection designation: National Archives, Records of the National Park Service, Record Group 79. Present-day High Street and the two Public Walks follow and overlap this route.

11 In the nineteenth century this opening was concealed by a second structure which was attached to the Harper building. The architectural details of the Harper tavern are derived from both Charles W. Snell and Archie Franzen in "Harper House and Gardens", and the circulation patterns around the structure are determined from King and Harbaugh 1803, "Plan and section," and Niemcewicz, HFB 262.

12 The legendary crossing of the Potomac by Mrs. Harper in a small boat is described in the anonymous manuscript found in Nofsinger, "Physical History," pp. 221-222. See also HF 1125, HFNHP photograph collection, a photocopy of a historic drawing of vintage ferry equipment at Harpers Ferry.

13 See the anonymous manuscript in Nofsinger, "Physical History," p.223, which implies that the ferry operation was improved to enhance Harper's milling business as well as to provide income. The citation of Mr. Harper's advertisement mentions that passage is offered across the Shenandoah as well as the Potomac, even though the Shenandoah ferry rights were owned by Lord Fairfax, not Harper. According to legend, Mrs. Harper collected the ferry toll, while William Griffith, her brother, was responsible for the management of the gristmill.

14 See "A copy of the last will, Robert Harper, Berkeley County, Virginia, 26 September 1782," transcribed in Nofsinger, pp 61-64.

15 See Joseph Barry, *Strange Story of Harpers Ferry,* p.14; the road to Winchester refers to present-day High Street.

16 Robert Harper's Last Will, September 26, 1782, in Nofsinger, "Physical History," pp. 61-64; and King and Harbaugh 1803 "Plan and section."

17 In his understanding of the impact of natural processes in the development of his property, Harper apparently considered the dangers of periodic flooding at the site. Legend suggests that he was forced to flee to higher ground in 1748 and that he witnessed the "Pumpkin Flood" of 1751; both events may have influenced his siting of the stone tavern high above the flood line.

18 Thomas Jefferson to George Washington, in Mrs. Corra Bacon-Foster, "Early Chapters in the Development of the Potomac Route to the West," *Records of the Columbia Historical Society*, Vol. XV, p.128,

HFB 446, HFNHP Brochure collection. Jefferson, "Query XIX" in *Notes on the State of Virginia*, pp. 164-165.

19 Jefferson, *Notes on the State of Virginia*, p.19; the location of the path is described in Charlotte J. Fairbairn, "Jefferson Rock", HFNHP manuscript, pp. 4-8; and is inferred in Jefferson's May 14, 1809, letter to Horatio Gates Spofford in Nofsinger, "Physical History," p. 99.

20 Jefferson, *Notes on The State of Virginia*, p. 18-19

21 Ibid, p. 19.

22 Frederick Gutheim, *The Potomac* (New York: Rhinehart and Co., Inc., 1949), pp. 117, 193-195.

23 John C. Fitzpatrick, ed., *The Diaries of George Washington, 1748-1799*, p. 138, in Nofsinger, "Physical History," p. 4.

24 Discussion of Washington's interest in the development of the Potomac River valley is found in Mrs. Corra Bacon Foster, "Development of the Potomac Route," (HFB-446), and in Frederick Gutheim, *The Potomac*, p. 214.

25 Fitzpatrick, ed., *The Writings of George Washington*, letter dated May 6, 1798 to the Secretary of War in Nofsinger, "Physical History," p. 16.

26 Washington's specific involvement with the canal project at Harpers Ferry is discussed in Nofsinger, "Physical History," pp. 9-11; and his interest in the Patowmack Canal Company is described in Mrs. Corra Bacon Foster, "Development of the Potomac Route," (HFB 446), pp. 123-176.

27 Letter dated 11/30/1795 to Tobias Lear in Fitzpatrick, ed., *The Writings of George Washington*, photocopy, HFNHP historic document collection.

28 Fitzpatrick, ed., *the Diaries of George Washington*, in Nofsinger, "Physical History," p. 12, note 46; referring to the Harper stone tavern.

29 See 1803 King and Harbaugh "Plan and section."

30 George Washington letter dated 9/28/1795 to the Secretary of War in Fitzpatrick, ed., *The Writings of George Washington*, photocopy, HFNHP historic document collection.

31 George Washington letter dated 11/2/1795 to Tobias Lear, in Fitzpatrick, ed. *The Writings of George Washington*, photocopy, HFNHP historic document collection. While official records on high water levels do not exist before the second half of the nineteenth century (see "Floods & High Waters At Harpers Ferry," Drawing No.6, Flood Graph in drawer 9, HFNHP collection) the configuration of the rivers and the potential for seasonal flooding is self-evident.

32 See deeds between the heirs of Robert Harper and the United States as transcribed in Nofsinger, "Physical History," pp. 70-78. The deed boundaries provided for a mere 150 feet of public land along the Potomac shore. Such an allotment left little available space for the government to construct an armory. Rochefontaine's prediction thus becoming a fact: there would not be enough "convenient" land for armory shops.

33 The United States also acquired the land above Lower Town, which included the crest of the ridge and beyond. Here, on rolling land were houses, outbuildings, meadows and an orchard, as well as waterways, mills and mill dams.

34 See 1803 King and Harbaugh "Plan and section;" also the Niemcewicz account (HFB 262) mentions several outbuildings.

35 This information is derived from the deeds transcribed in Nofsinger, "Physical History," and from an 1811 plat map for the Shenandoah River ferry landing and warehouse area, "RG 107. Secretary of War, p.259 (5)Enc., 1811, Map no. 50A, Drawer no. 7," HFNHP map drawer 1,

36 These roads followed the course of present-day Shenandoah and High streets.

37 Merritt Roe Smith, "The Harpers Ferry Armory and the 'New Technology' in America, 1794-1854," HFNHP manuscript, pp. 36-38; also see Edward C. Carter et al., *Latrobe's View of America, 1795-1820, Selections from the Watercolors and Sketches (*New Haven: Yale University Press, 1985), plate 114, 115. Although Benjamin Latrobe, a notable engineer and architect did submit drawings, he did not receive the commission from the "Federalist" federal government because of his allegiances with the Jeffersonians.

38 Merritt Roe Smith, "The Harpers Ferry Armory and the 'New Technology' in America," note 125, pp. 49-50, HFNHP manuscript. Two regiments and one artillery group had been sent to Harpers Ferry in a move orchestrated by George Washington, then General of the Provisional Army of 1799. Washington considered the presence of the troops as a way to advance the construction of the armory and to enhance its military mission.

39 Camp Hill, located above the original Sarah Harper share of Robert Harper's estate, was also near Robert Harper's grave. In 1803, James Wager, Jr. petitioned the federal government to demand that the four-acre cemetery stipulated in Harper's will be staked out on the public lands on lower Camp Hill. The 1803 plan and elevation drawn by King and Harbaugh indicates that an expansive open space suitable for a cemetery was located near the site of Harper's grave. This spot later was called "Cemetery Hill," "affording the best point from which to view the scenery." Joseph Barry, *Strange Story of Harpers Ferry,* p.13.

40 Charlotte Fairbairn, "Jefferson Rock," pp. 1-9; 1803 "Plan and section" by King and Harbaugh indicates the location of "Jefferson Rock."

41 The new armory buildings were used for only one year before they required repairs, thus suggesting that their original workmanship was not of the best quality. See Merritt Roe Smith, p. 66.

42 See HF 21, circa 1803, HFNHP photocopy of W. Roberts, Esqr. drawing of the arsenal and the river view; see also Benjamin Latrobe's 1810 sketch of the large arsenal in Carter et al., *Latrobe's View of America,* plate 115.

43 Charles W. Snell, "The Town of Harpers Ferry in 1859, A Physical History," 1959, HFNHP manuscript, p.37, reference to Lot No. 5, Block

B, House No. 41.

44 Merritt Roe Smith, "Harpers Ferry Armory and the 'New Technology' in America," citation on fevers p. 137-138; also epidemic of bilious fever in 1820, p.98.

45 These new orders were instigated by the impending war with Great Britain. Merritt Roe Smith, "Harpers Ferry Armory and the 'New Technology' in America," p. 76, note 88, suggests that Latrobe's earlier designs for the armory may have been resurrected at this time, as the second group of shops constructed at Harpers Ferry resemble Latrobe's plans for the Allegheny arsenal.

46 Joseph Scott, *A Geographical Dictionary of the United States of North America*, 1805,in Nofisinger, "Physical History," p. 20.

47"Report of the Superintendent on Armory Dwellings, 1810," HFNHP photocopy, map drawer 1.

48 Charles Varle, *"Topographic Description of Jefferson County,"* 1810, in Nofsinger p. 20.

49 Knowledge of the inadequate living conditions can be derived from the following: 1803 King and Harbaugh "Plan and section"; "Report of the Superintendent on Armory Dwellings 1810," HFNHP photocopy, map drawer 1; and Charles W. Snell, "A Comprehensive History of Armory Dwellings Houses of the U.S. Armory at Harpers Ferry, Virginia, 1797-1884," Vol. 1, 1981, HFNHP manuscript, pp. 26-39. The 1810 census figure for Harpers Ferry was 751 in population.

50 See r.13, v.1, p.16 letter of Daniel Annin to Secretary of War General John Armstrong dated 6/24/1813, on file HFNHP collection.

51 Thomas F. Hahn, *George Washington's Canal at Great Falls, Virgina* (Sheperdstown, West Virgina: American Canal and Transportation Center, 1976), p. 14.

52 The 1803 King and Harbaugh "Plan and section" and "Plan" label the house as a tavern.

53 Nofsinger, "Physical History," p. 20. The 1810 date has yet to be verified from original sources. However, the listing of a pick axe and mattock and one lot of quarrying tools in the Account of Sales of the Estate of John Wager, Jr., Deceased, made January 1814, suggests that the steps could have been carved from live rock as early as 1810. The listing from Wager's estate are listed in Snell et al., "Harper House, Garden and Furnishings."

54 See Snell, "The Town of Harpers Ferry," on Wager lots 55 and 56 for information on the stable; see Niemcewcz, (HFB 262), p. 115, which notes the existence of a large cellar cut out of a cliff above the Harper tavern. Snell's report on the Harper garden in "Harper House, Garden and Furnishings," pp. 3-6, implies that the initial development of the upper grounds surrounding the Harper house could have begun in the early 1800s; also consider John Wager,Jr. estate sale, 1814, which lists quarry tools necessary for building the terrace walls.

55 Snell, "Town of Harpers Ferry," p. 25, speculates on the early structures on Wager Lot 48.

56 See Charles W. Snell, "A History of Armory Dwelling Houses, Volume II, Descriptive Catalog and Directory of 187 Armory Dwelling Houses, 1841-1852," Section D; Snell, "Town of Harpers Ferry," p. 53; and references to gardens in James Kearney's report, 10/7/1834, reprinted in Charles W. Snell, "A Comprehensive Physical History of Old Arsenal Square, U.S. Armory at Harpers ferry, Virginia, 1751 to 1881," 1981, p. 120; and refer also to Benjamin Latrobe's 1810 sketch of the arsenal which designates a garden within the government compound or as a notation for the nearby paymaster's garden, in Carter et al., *Latrobe's Views of America,* plate 115.

57 Joseph Barry, *Strange Story of Harpers Ferry,* p. 17. These gardens date from before 1810; Perkin family resided near the ferry landing in the refurbished warehouse.

58 Charles W. Snell, "Historic Building Report Part II, Historical Data Section, Bldgs. 34-35,32,33 and 34A, Samuel Annin House", HFNHP manuscript, pp. 4-5.

59 Modern High Street and a small section of present-day Shenandoah Street, between High and modern Potomac Street, correspond to the roads of the first quarter of the nineteenth century as indicated in the 1803 King and Harbaugh plan and survey.

60 1811 plat Map, "RG 107, Secretary of War, p. 259 (5) Enc, 1811, Map Drawer no. 50A, Drawer no. 7," HFNHP map drawer 1.

61 One ferry was the original Harper operation across the Potomac, which was maintained by the Wager family; the other was the Fairfax ferry across the Shenandoah, which was sold to the United States in 1818.

1815-1865

INDUSTRIALIZATION

In the first part of the nineteenth century, small manufacturing centers "nestled along the hinterland of coastal or riverine ports," developed from the Maine coast to the Carolinas and inland to the Mississippi.[1] Harpers Ferry was one such center, self-sufficient yet strongly linked to the larger regional economy. From the beginning the town benefited from its location at the confluence of the Shenandoah and the Potomac rivers primarily because of the natural resource base, the abundant waterpower generated by the falls, and because of the ease of transportation for moving goods to market. Harpers Ferry, however, was unusual in that its economic base was abetted by a federal presence not commonly found in such small communities. The federal armory provided continuity in the local economy that eased the transition from an agricultural-based market into an industrial era. During the transition period, between 1815 and 1840, both the lowlands along the Shenandoah and Potomac rivers and the hillsides of Harpers Ferry were altered and refined to accommodate the changes brought by new manufacturing technologies and new methods of transportation. These developments resulted in an expanded workforce and increased population that put additional pressures on the landscape of Lower Town.

Between 1811 and 1821, twenty workshops, two arsenal buildings, and eighty-six dwellings for government employees were built in Harpers Ferry.

> *...the public buildings of the workshops built of brick, two stories high, in two straight lines, leaving between them an area of about 70 ft., and forming a handsome street. Above these buildings a canal, at the head of which is a dam, this water for use of the shops. The public buildings are thirteen—eleven of brick, one stone, one frame.*[2]

In spite of this growth the slow rate at which commercial construction occurred during this time suggests that little buildable land remained in private hands. In the beginning, the Wager family concentrated on development of the relatively flat space in and around the Ferry Lot and at the southeast end of the reservation, where the Harpers Ferry Hotel was located. These flat areas of the town were intensely developed with shops, taverns, a hotel, and a combination of commercial stores and residences. Once the open parcels of land were developed, the Wagers used the level but more restricted sections of their land. Among the commercial structures erected on the smaller sites by the Wagers was a stone building containing a store and residence leased to Robert Aeris between 1803 and 1813. Aeris's establishment was situated on a narrow, curved lot tucked against the cliff on the southern boundary of the Wager's land. It was oriented toward the north side of the Shenandoah roadway, just west of the 1803 Wager garden.[3] Roger Humpherys' store, another stone structure built by the Wagers between 1804 and 1813, was

constructed above this area on the terraced slope and the ledge that formed the stone steps.[4] In 1824, under leasehold agreement with the Wager family, Daniel A. Weed constructed a two-story stone structure with a store on the first floor and living accommodations on the second. This building was also sited into the cliff on the north side of Shenandoah Street, next to the former Aeris residence, which by this time had become an apothecary shop.[5]

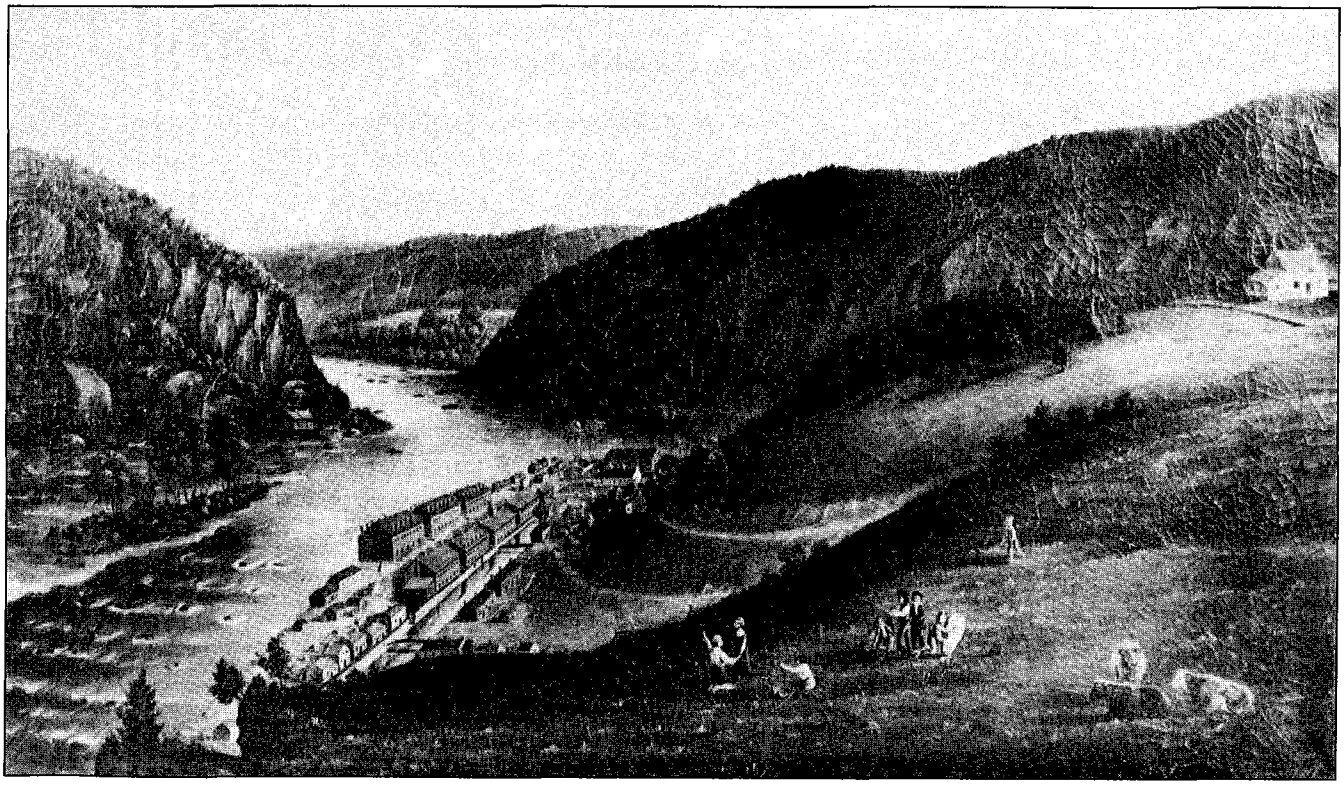
By 1825 the commercial center of Harpers Ferry consisted of one warehouse and store on the Ferry Lot, one hotel and five stores lining Shenandoah Street, and a single store on High Street. Surrounding this core were all the government holdings, which included the armory workshops and canal, the arsenal yard and the approximately 84 residences for government employees above and below.[6] Of these, the most well-defined public space was the arsenal yard, which had assumed its basic form early in the century.[7] Three additional brick buildings were erected next to the large arsenal building: a storage building, known as the Small Arsenal, in 1810; the superintendent's office in 1820; and the paymaster's office in 1822. Because of the naturally sloping topography of Lower Town and because of grade changes made on Shenandoah Street over the years, by the 1830s the arsenal yard was approximately 1 1/2 to 4 feet below street level. In addition, the arsenal yard was partially enclosed by an iron fence and a stone wall. In 1810, a fence was constructed on the north side of the yard, using iron palings made from condemned musket barrels. The fence extended along Shenandoah Street from the paymaster's office to the superintendent's office. In 1820 and again in 1826 stone mortar walls were added on the east and western edges of the yard. Over the years, different sets of gates were installed on the northern and eastern sides of the yard, but by 1834 the main gate to arsenal yard opened toward the Potomac River, establishing a direct access from the arsenal to the Ferry Lot.[8] Beyond the arsenal yard and the other developed areas, the remaining landscape of Lower Town was dominated by the steep hillsides and slopes north and west of the commercial core. With the growing population and the expanding economy, the need for buildable land continued to increase and soon the hillside itself was targeted for development.

The technology for blasting rock had been used by the Patowmac Company in the construction of the locks and gates at Great Falls (1786) and was used at Harpers Ferry in association with the early canal construction on the Shenandoah River.[9] Blasting and quarrying were techniques adapted not only for clearing rocky areas of Lower Town, but also were used to generate raw material for construction. Great quantities of shale slabs were excavated and used for the construction of buildings, walls, sidewalks, and even drainage systems. The land directly behind the Harper house was one of the areas significantly altered by this technology and development.

Documentation suggests that the creation of the garden terraces on the upper Wager lots could have been undertaken as early as 1814, but they were not fully developed until 1831. Originally used as veg-

etable plots, service areas, and stable yards, several distinctive landscape features were constructed on the three land terraces during this period. One of the primary features in the garden was a large retaining wall on the first terrace. Constructed of shale and set on a bedrock foundation next to the ledge, the wall was dry-laid and ranged in height from approximately seven to ten feet.[10] It was probably the first of several walls built in the upper portions of the yard and garden. In addition to creating a terrace, this first wall defined the edge of a wide pathway between the Harper house and the hillside. A gutter ran along the base of the wall, channeling runoff from the hillside away from the residential structures. Openings in the wall were constructed to provide access to three underground "rooms" that were used as a spring house, a smokehouse, and a root cellar.[11] By 1834, the yard and garden terraces west of the stone house were well developed. They were "...large and very productive, with a good stable and negro quarter attached...".[12]

In 1825, the United States donated land above the Harper yard for construction of the town's first church, the Free Church. The stone church was sited on the slope northwest of the uppermost Wager garden terrace. To reach the church from Lower Town, parishioners walked along paths leading from the ferry landing, up the stone steps and past the structures staggered on the terraced hillside. Church goers wishing to continue the climb for a view of the surrounding hills would eventually reach the Harper graveyard on Cemetery Hill, just below the top of the ridge. As with the approximately 50 armory workers' residences arranged on the government lands, the complex of buildings, structures, walls, paths, and yards located on the hillside above Lower Town



Painting of Lower Town from Camp Hill showing pastoral character of the hillside contrasted with the armory complex along the Potomac. ca 1835. Photo file, HF 628.

embodied a distinct neighborhood character.[13] In a larger context, with the cutting and reshaping of the rocky ledges and hillside slopes into terraces and buildable lots, the cliffside image of Harpers Ferry took form, and the visual character of the town became more distinctive.

Garden cultivation and articulated landscape could also be found on the rolling land above Cemetery Hill and beyond the ridge. On the crest of the hill, where the view of the water gap was the most expansive, lived the John Hall family. John Hall arrived at Harpers Ferry in 1819 to oversee the manufacture and production of his invention for the breech-loading rifle. [14] The Hall family lived on government land above Lower Town for almost twenty years in a small house originally built as a dwelling for an armory worker. Over the years, they improved the house and yard with additions and with landscaping.

> *He has enclosed nearly two acres of land, divided it by good fences into gardens and yards, cleared it of rocks and bushes with which it was entirely covered, levelled the inequalities and arranged the declivities, made soil by hauling fertile earth from a distance, and placed the whole in the highest state of cultivation. My father has also planted more than one hundred trees, producing the choicest fruits of the climate; nearly an equal number of grape vines of the most valuable kinds known in America and Europe, all of which are in a very flourishing condition, and many ornamental trees such as locust, etc. In addition to these there is a great variety of the most rare and beautiful flowers, and shrubbery—asparagus & strawberry beds etc. the principal expense for which is in the outlay, and which will be serviceable for years to come. He also incurred some expense in laying pavement, buying marble for hearths, & papering rooms.* [15]

This description of Hall's garden indicates that, in the tradition of Perkin and Anin, residential gardens were common throughout the 1820s and 1830s.[16]

West of Lower Town, John Hall established a workshop on an island along the Shenandoah Canal. [17] During the next decade, his single workshop grew into a complex of functional shops that became known as the rifleworks. At the same time, Hall streamlined the process of manufacturing the breech-loading rifle. The result was a revolutionary concept of mechanized production using interchangeable parts. Hall's important contribution to manufacturing is referred to as the "American System of Manufactures." [18]

The waterpower which supported technological developments coming from Hall's shops also fostered industrial development on the islands directly south of the rifleworks, now known as Virginius Island. With Hall's rifle factory in operation and the subsequent establishment of industries on Virginius Island in the 1820s and 1830s, the true industrial era in Harpers Ferry was underway. In addition to the influence of John Hall and the development on Virginius Island several other important

events occurred that significantly altered the landscape of Lower Town. Large-scale transportation projects such as the Chesapeake & Ohio Canal and the Baltimore & Ohio Railroad affected not only the national scene, but specifically affected Harpers Ferry. With improvements at the armory, the development of new industries, and the building of bridges, turnpikes, canals and railroads, Harpers Ferry changed from a small village to a major crossroads of nineteenth century industry and transportation. [19]

Overall changes impacting the physical landscape at Harpers Ferry during the first decades of the nineteenth century were gradual. The lackluster economy encouraged few new ventures. Existing plans were often delayed or forgotten altogether. The plan to construct Patowmack Company lift locks in Lower Town was abandoned sometime after 1815 due to lack of funds. In general, the entire Potomac Valley experienced an economic depression as a result of the failure of the expected Capital City building boom and the decline of local agricultural production in the Tidewater region. On a national level, economic success for any community was clearly linked to internal improvements, like the Erie Canal and the National Road, and each metropolitan area wanted to undertake such a project. Harpers Ferry relied solely on the Potomac transportation network. When the rivers were impassable, the ferryboat operation was landlocked and the community directly impacted. Raw materials coming in were delayed, and arms and goods going out remained on the shore. As with the greater Potomac Valley, internal improvement of the transportation system was intrinsic to the economic well-being of Harpers Ferry.[20] Clearly, unless a more advanced transportation network existed, neither public nor private sectors were justified in undertaking improvements to the facilities at Harpers Ferry. At this time the federal armory generated the town economy, and the ferry crossing was the gateway to the Shenandoah Valley and the western territories.

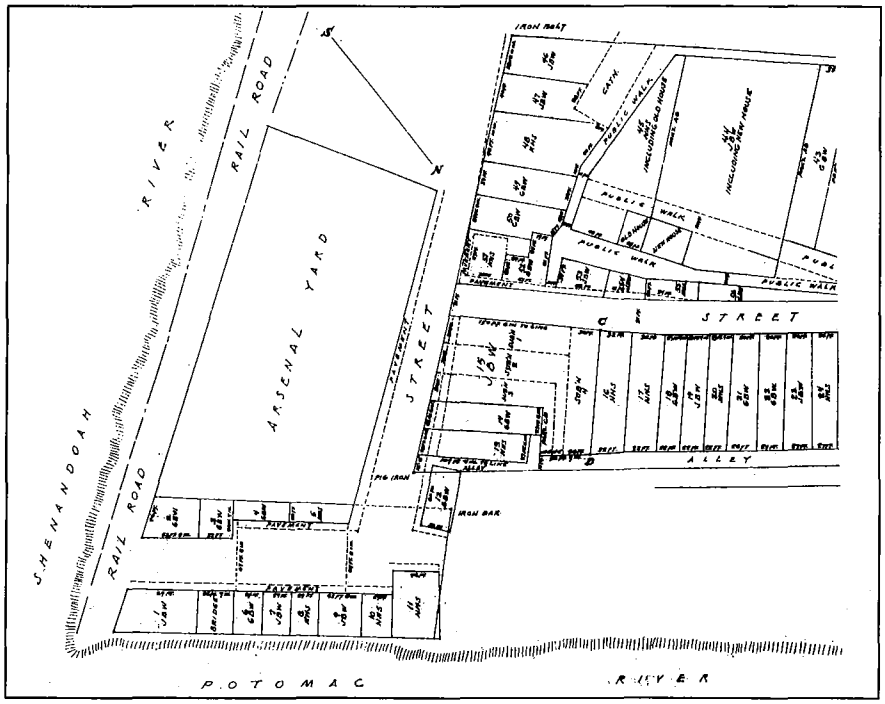
The Wagers initiated the first change. In 1824 they contracted Lewis Wernwag, an engineer established on Virginius Island, to erect a bridge across the Potomac to replace the ferry crossing. Completed in 1828, the bridge was built of large heavy wooden timbers supported by stone abutments and anchored on both shores by raised earthen embankments. On the Harpers Ferry side, the abutment and bridge embankment were constructed on the Ferry Lot, so that this new crossing corresponded with the old ferry landing. With this design, the Wagers' perpetuated their legal right to collect tolls from all foot and wagon traffic at the crossing, no longer a ferry, but a new handsome, covered, "double, wooden highway bridge."[21] Although plans for a Shenandoah bridge were initiated, the government maintained a rope ferry at that crossing until 1843, when a bridge was finally erected there.[22]

In 1830, two turnpike companies were organized. The Charles Town and Smithfield, and the Frederick and Harpers Ferry Turnpike Companies greatly improved access between the town and the outlying communities. The toll for the Charles Town and Smithfield was collected at a one-story frame house just outside Harpers Ferry, near the southern

tip of Virginius Island. At this point the turnpike followed the route of Shenandoah Street into Lower Town, terminating at the Ferry Lot. In 1833 the surface of the Shenandoah Street section was paved with "macadam," a hardpacked gravel paving material. The improvement of the river crossing, the organization of the turnpikes, and the installation of the hard surface on Shenandoah Street encouraged additional commercial and economic development, and enhanced the overall appearance and character of the town.

> *... that the fine road from Charles Town to Harpers Ferry, passing directly by this mill, is now very nearly completed, by which many of the farmers, particularly those quite near thereto, will be enabled for several months in the year to carry 100-125 bushels of wheat at a single load—this to many will be a great advantage.* [23]

By 1830 the population of the community had grown to 1,734, and by 1835 the landscape of Lower Town had changed considerably. The ferry lot near the new bridge contained one hotel and ten stores, providing a variety of goods and services to the growing population. At least eight of these structures were constructed in the 1830s. Three hotels were along the north side of Shenandoah Street. Seven other



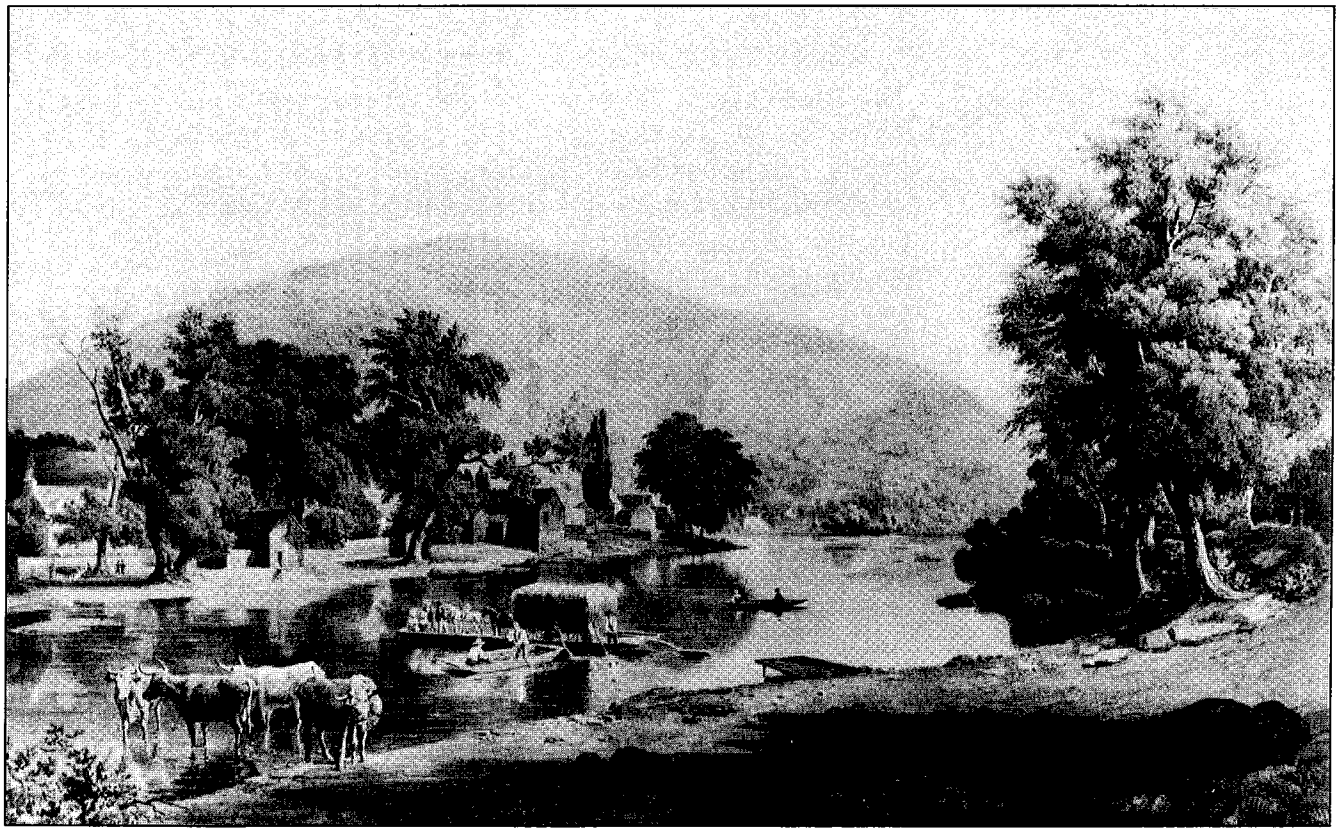
Copy of Wager plat map showing Wager reservation, Ferry Lot and Arsenal Yard, 1835. Map file, HAFE NHP.

structures had commercial storefronts on the street level and residences above. On the southern boundary of the Wager reservation, near the site of the old Harpers Ferry Hotel, a series of new and renovated buildings faced the north side of Shenandoah Street between the musket factory entrance and High Street. These establishments included a tavern, a dry goods store, and a drug store, as well as a new hotel. Renovations were

also made to a store and private residence at the western end of Shenandoah Street (originally erected in 1825-26) to create the "Stage Coach Inn," which catered to the stage traffic on the new turnpike.[24] Altogether, by 1830 there were five hotels and more than a dozen commercial stores in Lower Town.

During the same decade, the Wagers added to their residence at the Harper house. James Bates Wager, one of the third generation heirs to the Harper estate, arranged to lease from his siblings their share of the old stone building. Between 1832 and 1834, he increased the size of the original structure by erecting a large addition on the north side, built of pargeted brick. Documentation suggests that the enlarged dwelling incorporated a number of fashionable architectural details and was filled with expensive furnishings. The terraced grounds were probably further refined at the time of the renovations. Evidence suggests that he built additional stone walls and repaired the existing service-related structures.[25]

Residential development had also been permitted by the government on the public lands along the Shenandoah River. By the 1830s, the streetscape along this portion of Shenandoah Street was entirely residential. The southern side of Shenandoah Street was lined with the houses of armory workers. These structures had been constructed either with government permission by their original occupants or by carpenters contracted to do the work. The government then rented the houses to employees and their families.[26] The yards and accompanying outbuildings at the rear of the lots fronted an alley running parallel to the river,



View looking across the Shenandoah River toward Harpers Ferry, from a watercolor by W. S. Bennett, 1833. Photo file, HF 791.

called Back Lane. Three other alleys extended from Shenandoah Street toward the river: Globe Inn Alley, Middle Alley, and Rock Alley.[27] Middle Alley was the main access to the government's rope ferry on the Shenandoah shoreline. At the end of Middle Alley, there was one warehouse, which was used for the government's timbering operation on Loudoun Heights. The Globe Inn (1832-35) was a tavern fronting on the alley that had, in earlier days, been called Loudoun Street.[28]

The long-awaited arrival of both the Chesapeake & Ohio Canal (C&O) and the Baltimore & Ohio Railroad (B&O) to Lower Town had an even greater influence on the landscape of Harpers Ferry. Construction on both systems began in 1828, in Georgetown and Baltimore, Maryland, respectively. Unlike the Patowmack Company, the C&O company intended to construct a continuous navigable channel from the capital, along the Maryland side of the Potomac, to the Ohio River Valley. The C&O Canal reached Harpers Ferry at lift lock number 33 in November 1833.[29] Construction by the B&O Railroad company was completed to the same point on the Maryland shore in December 1834. Two years later, the rail line crossed the river on a newly constructed bridge and entered Harpers Ferry. As a whole the community of Harpers Ferry derived exceptional benefit from the canal and rail links with Lower Town.[30] The benefits were felt in the industrial sections on Virginius Island and the Armory factories, as well as among the commercial businesses located on the Wager Reservation and on the Ferry Lot. The improved transportation system of turnpikes, stage lines, canal packets, and railroad generated additional commerce and business.[31]

Not only was the B&O interested in passing through Harpers Ferry on its way to the west, but the incorporators of the Winchester & Potomac Railroad also had hopes of linking the Shenandoah Valley to Harpers Ferry with a rail line. Their intention was to join with the B&0 at a Lower Town junction. In 1834 Lt. Col.James Kearney and Capt. William Turnbull of the U.S. Army surveyed Harpers Ferry to locate a possible route for the Winchester & Potomac (W&P) Railroad. After a thorough reconnaissance, they found an established community in Lower Town difficult to disrupt:

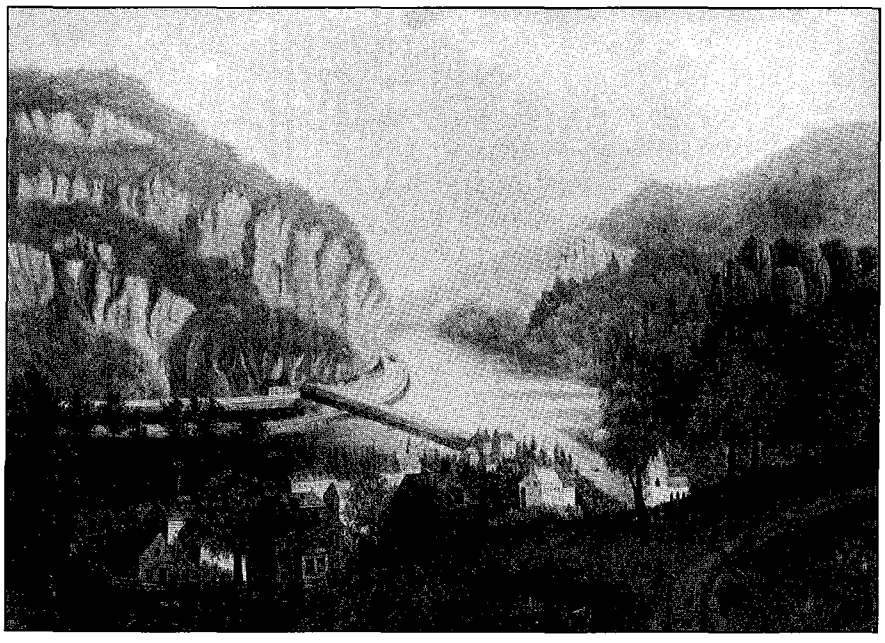
> *Covered as the ground at the ferry is with houses, gardens, and fences, and crossed by streets and lanes, it would be difficult, if not impractical, to construct a road of double tracks without interfering with some interest or convenience, and it would be equally difficult to avoid all improved property, on which are several houses, as the maps accompanying this report ...will show.*[32]

From their report and associated maps, it is clear that the railroad company considered the structures and landscape features between Shenandoah Street and the river, including the paymaster's house and garden, as well as carriage houses, stables, outbuildings and privies, as obstacles that would best be removed. In locating the rail track, Kearney recommended maintaining clear access to the river. He wanted to allow wagon and foot passage between the Shenandoah River and Shenandoah

Street and avoid any obstruction with the existing mills, factories, and waterways since these facilities were important to the town's economy. It was also determined that the federal armory was not to be impeded from the manufacture and production of arms. To achieve all these goals, Kearney and Turnbull recommended an elevated wooden trestle, as well as frames, piers, and viaducts to support the rail bed. In addition, Kearney suggested several locations for the rail depot and warehouses, as well as the construction of a river wharf. In Kearney's plan, the elimination of a few outbuildings and the removal of one residence would provide a commercially viable development for rail transport on the Shenandoah waterfront.

Kearney's proposal essentially preserved the integrity of the arsenal area and by doing so accepted the presence of the federal complex in Harpers Ferry. The only recommendation for altering the character of the armory area concerned the southern portion of the arsenal yard which was used as a storage area for the armory lumber supply. The southern boundary was defined by a stone river wall, banked with gravel to "prevent the river from inundating the lumber yard."[33] Under Kearney's plan, the lumber yard would be relocated to allow room for the rail line.

Once the B&O Railroad reached Lower Town and joined with the newly completed W&P line in 1837, the impact of the two railroads on the community far surpassed that of the turnpikes and the canal. Under the direction of Benjamin Latrobe, Jr., the B&O completed construction of a timber rail and wagon bridge across the Potomac parallel to the wooden bridge built earlier by the Wagers. The former ferry landing, elevated at the southeastern edge by embankments for two bridges and the stone wall supporting the W&P trestle, became the focus of commercial activity:



Early painting of Harpers Ferry ca 1830. Photo file, HF 922.

The room at the East end of the bridge at Harpers Ferry, always contracted, had been still more reduced by the two improvements which unite there; and the wagons which assembled at that point to receive or deliver the neighborhood trade greatly interrupted the drays and other conveyances employed to transport commodities between the Rail-road companies. Had some of these merchants, loudest in their expression of their disappointments, visited that confused spot on those days of scuffle for goods and the laborious turmoil of loading and unloading... .[34]

To complete the passage through Harpers Ferry, the B&O constructed a curved span or "Y" at the Harpers Ferry shoreline, and laid a route north following the Potomac, using a 10-foot right-of-way obtained from the government through the armory grounds. An iron trestle erected along the Potomac shore on a 15-foot high embankment wall, backed with fill, facilitated the precarious passage of the mainline through the armory. These alterations to the shoreline were made between 1841 and 1842.

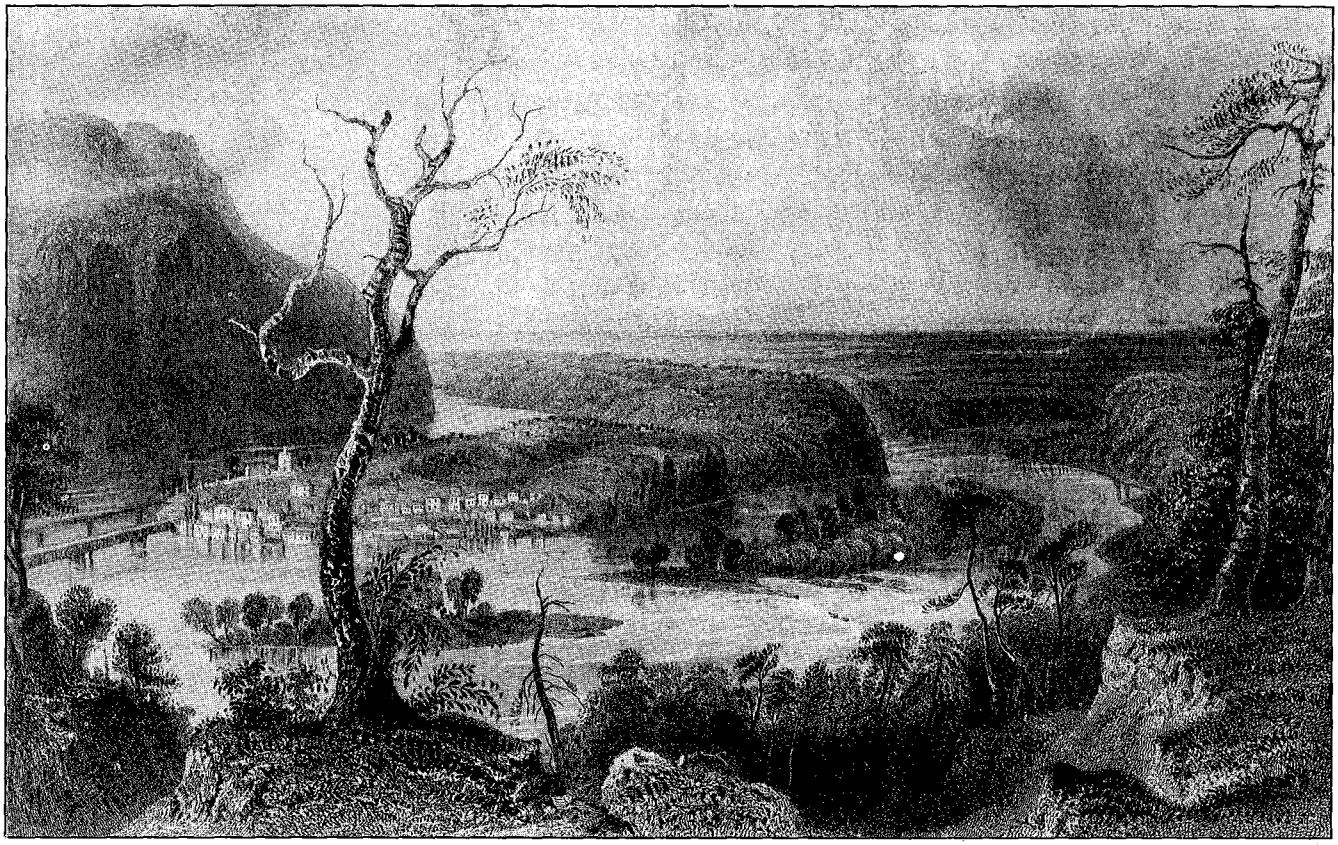
Initially, the Wagers collected all bridge tolls for wagon and foot traffic at the crossing. In 1839, however, they conveyed the original "ferry rights," or passage over the Potomac, to the B&O and in turn the B&O dismantled the Wager bridge designed by Lewis Wernwag. Concurrent with construction of the elevated iron trestle, the railroad installed weatherboarding on the new bridge across the Potomac and added a tin roof.[35] With these changes, the businesses near the Ferry Lot and along Shenandoah Street focused further on serving all aspects of the railroads including operation of a depot and warehouses as well as hotels and restaurants for travelers. The junction created by the two rail lines completed the structural crescent of armory workshops and commercial facilities surrounding Lower Town.

The building sites and developed areas on the hillsides and terraced spaces in Harpers Ferry also wrapped around the landform in much the same way as the industrial crescent on the lowland. High Street led from Lower Town past residences perched along the road to the homes of armory workers on Camp Hill. The government continued to allow armory workers to build on available public land throughout the 1830s. With residential sites along the river already developed, the eastern portion of Camp Hill, located above the musket factory, evolved into another government sponsored neighborhood of workers' homes.[36] Over the ridge, beyond Camp Hill, on the site of the original Griffith tract was another residential area in the town of Bolivar, which had been established in 1825. Although Bolivar was far removed from the armory, the workers who lived there owned or rented their homes from private individuals. Southwest of the Camp Hill and Bolivar neighborhoods was the portion of the hillside landscaped by John Hall; his yard and residence connected to Harpers Ferry by the route to Jefferson Rock, by the path to the cemetery and by the trails that led to other parts of town.

In 1830-33 St. Peter's Roman Catholic Church was constructed below the Free Church on a parcel of land donated by the Wagers.[37] As a group, the two churches, Jefferson Rock, the cemetery, the Hall residence and the Camp Hill neighborhood were dominant features not only of the hillside but also of the skyline of the community. In turn, the magnificent view of the rocky river gorge at the top of the crest, gained by the climb up the hillside paths, now encompassed the same skyline features.

To some extent, in these early decades, the political and social dynamics of Harpers Ferry were influenced by only a few individuals. The leading citizens of the town were considered by many to be an elite group who monopolized private property through leasehold arrangements, and controlled commerce through their familial relationships with the Wagers. At the same time, the federal government owned the rights to most of the shoreline, Camp Hill and beyond, limiting private development and individual opportunities in those highly desirable areas. The situation had, in many respects, stifled industrialization, technological advances and productivity in the armory and the community as a whole. The Wager family's control eventually disintegrated, when one of the third generation heirs, James Bates Wager, was driven to insolvency in 1834. The subsequent bankruptcy sale cracked the monopoly of the family and allowed for others to invest in and own property. These events coincided with the coming of the railroads and the canal. Taken together, they are major reasons why Harpers Ferry experienced an economic boom in both the private and public sectors in the late 1830s.[38] As the newspaper notice for the sale of James B. Wager's property stated:

> *The town of Harpers-Ferry is situated at the confluence of the Potomac & Shenandoah rivers, and at the eastern most outlet of the great Valley of Virginia, contains about 2000 inhabitants, is the seat of the U.S. Armory, and enjoys a water power on the two rivers almost without limit. In addition to its natural advantages, its importance as a place of trade, will be immensely augmented by the great public works which now connect it with the City of Baltimore and the District of Columbia on the one hand and the fertile valleys of the Potomac and Shenandoah, and the Coal region of the Cumberland on the other, viz.: the two Rail Roads above mentioned and the Chesapeake and Ohio Canal. Some of the lots now to be sold, are in immediate connection with these works, and others in and near the center of business.*
>
> *It is rarely that capitalists have so desirable an opportunity for investment and speculation as that now presented to them.*[39]



THE PICTURESQUE

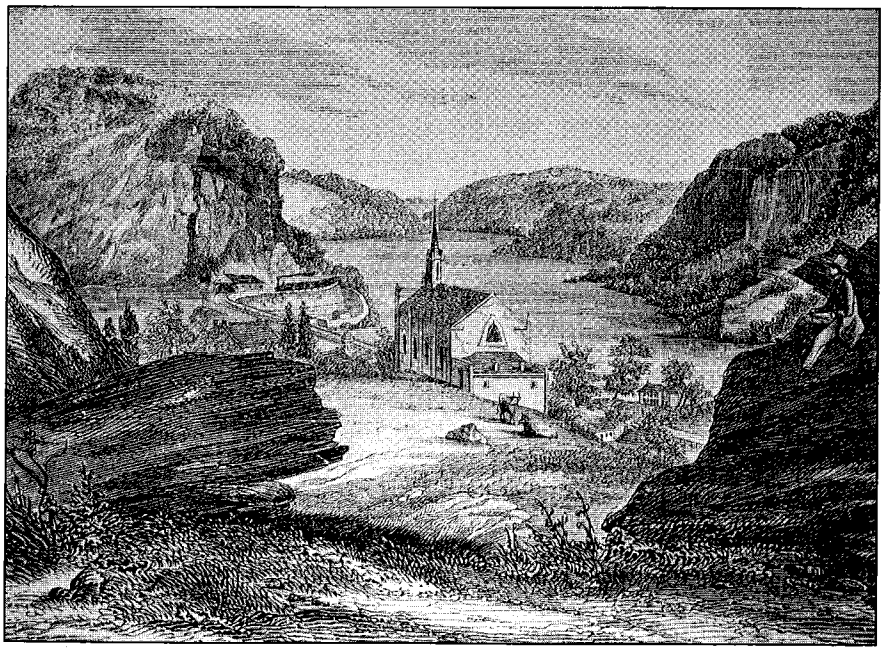
We were now nearing the Blue Ridge Mountains and the celebrated Harper's Ferry notch and as we entered it, the mountain on the north called Bolivar [Maryland] Heights crowded more and more on the canal until it had to be built in the edge of the river. Opposite this mountain is the town of Harper's Ferry, built on two slopes of a very steep hill one house rising above the other in terraces. ... the Shenandoah river which came rattling in from the south through a narrow valley at the foot of the western slope of the Blue Ridge Mountains. After we round Bolivar Heights and just before we get opposite the Shenandoah the mountains fall back a little giving room for the highway and railroad which crossed the river together on the old wooden bridge to Harper's Ferry and for the few houses that formed the hamlet of Bolivar. ... the mountains on the Virginia side... rose direct from the water steep, black, half-wooded, from one to two thousand feet high, a wide uninhabited wilderness. On the Maryland side, the mountains were divided into ridges leaving openings, between in some of which were small hamlets... .[40]

By the 1850s, the setting created by the confluence of the Potomac and the Shenandoah rivers had evolved from the original Jeffersonian description to an expansive panorama composed of both naturalistic and constructed elements. This unique river scenery that had attracted the agrarian sensibilities of Jefferson and the pre-industrial vision of Washington, attracted a similar combination of tourists and entrepre-

neurs in the nineteenth century. Like their famous eighteenth-century counterparts, writers, artists, builders, and government officials made a contribution to the enduring legacy of the landscape of Harpers Ferry.

For many nineteenth-century travelers the unique scenery of the town and the rivers was a source of inspiration. In *Rambles in The Path of The Steam-Horse,* author Eli Bowen encouraged tourists to follow his example in completing a rigorous "walking tour" of Harpers Ferry and its surrounding hills. His recommended route included a climb up the steep ledges between Jefferson Rock and Shenandoah Street for a survey of the famous vista and exploration of the rocky walls and the "Chimney Rock" tower on the Loudoun Heights cliffs. Additional highlights were the image of George Washington found naturally in "Profile Rock" on the promontory of Maryland Heights and significant industrial features below the hills. The armory workshops, the canal and the railroad sharing the Maryland shore, the divided bridge, and the rail trestle fixed on the armory river wall, were all worthy of admiration.[41] An 1838 advertisement for the Virginia Hotel, located on the Ferry Lot, stressed the appeal of the town to "families and others arriving by Rail-Road, or other conveyance, who may wish a pleasant retreat for a season at one of the most interesting places in the United States—(see Jefferson's Notes on Virginia, etc.)."[42]

By the middle of the century, Jefferson Rock had become a revered Harpers Ferry landmark. From the period of early settlement to the antebellum years, it was the community's premier tourist attraction. Not only did written accounts of Jefferson Rock and the Harpers Ferry landscape find a literary audience, but the setting also captivated landscape painters and artists. Notable artists such as Rembrandt Peale and Benjamin Latrobe were among those to sketch and paint the landscape scene surrounding Harpers Ferry. In succeeding years, less well-known artists visited the area, usually during the summer, when American



View of Harpers Ferry from Jefferson Rock, 1854. Photo file, HF 146.

landscape painters typically ventured out on sketching trips to different picturesque locations.[43] The work of Harpers Ferry artists was sometimes used to produce engravings and lithographs published later by Currier and Ives or E. Saches and Co. of Baltimore.[44] From these artists come the only graphic documentation of the early community. Their depictions confirm the view of the gorge as the predominant landscape characteristic of Lower Town. They identify the essential patterns of land use, circulation, and transportation. The images also depict the clustered buildings, cleared yards, curving pathways, connected streets, ferry landings, and the wooden bridge that emphasize Harpers Ferry as an industrial village, massed along the shoreline of the two rivers and crowded upon the hills above.[45] Merchants derived commercial benefits from such artistic endeavor by selling supplies to landscape painters. A May 1846 advertisement lists an array of colorful paints and a full complement of art materials for sale at Cridler's Drug Store. [46] To meet the orders for scenes, lakes and forests, an artist had to fill his notebooks with sketches of "home scenes," rather than European views. These he would make by trying

> *to get the objects of nature, rocks, trees, etc. as strongly impressed in my mind as possible, and by looking intently at an object for twenty minutes I can go to my room and paint it with much more of the truth than I could if I employed several hours on the spot.* [47]

> *Americans had just discovered, as it were, their natural aesthetic resources and were fast developing a taste for landscape painting that "produces happy and civilizing influences upon society... excites and gratifies intellectual desires, cultivates a love of nature and of beauty, and surrounds life with the charm of elegance and refinement."* [48]

Not all aspects of the scenery at Harpers Ferry were included in the picturesque descriptions. One significant aspect absent from the artistic views was the image of the two rivers, swollen by prolonged rains, inundating Lower Town. While no official records of high water levels exist in the pre-Civil War history, flood damage was reported in the newspapers throughout the 1830s and 1840s.[49] In reporting the flood of September 1843, the *Virginia Free Press* noted that the damage to the residences of workmen on Shenandoah Street was a "serious matter":

> *Their little gardens, upon which many of them depend for winter supplies, have been entirely raised, and their losses in various ways have been quite heavy.* [50]

Additional damage occurred near the Potomac shore and the armory canal, prompting the call for government action to restore "injured premises to their former state." The *Free Press* also noted that with this flood, the fear of sickness was "so justly apprehended."[51]

In 1842 Maj. John Symington was appointed to serve as the second military superintendent to administer the armory.[52] In a review of conditions in Lower Town, Symington determined that many of the longstanding problems at the armory were caused by the deteriorating condition of the workshops and by the inadequate organization of the larger physical complex. Symington believed that the entire town, from Camp Hill to Lower Town, fell under the purview of the federal government, and that all public land should be considered "the Armory." His solutions were offered to his superiors in an 1844 report, which documents many of the existing conditions in Lower Town and his plans for improving them.

Symington's assessment of conditions focused on the areas immediately surrounding the armory "enclosure." Here, access through the main gate was inhibited by the presence of several structures, mostly stores. This narrow entrance way was

> *generally filled with horses, wagons, etc. and the empty packages turned out from the stores, and is the usual mart where the country people exhibit their products for sale—rendering the place filthy ... .*[53]

He also determined that the reservation lots on High Street, which backed onto the alley next to the armory canal, adversely affected operations at the musket factory. The stables, shanties, and woodlots located at the rear of these lots turned the alley into

> *a place of deposit for all the filth and offal made in the vicinity, its only place of removal, whenever it is removed, being into the Armory Canal...*
>
> *This too has been a fruitful cause, and perhaps the chief one of the sickness that at times prevails.* [54]

In Symington's estimation, the confined situation of the narrow alley was a potential safety threat to the workshops and machinery. The concentration of so many wooden outbuildings and the general congestion caused by the stores and the marketplace on the street posed a fire hazard on the two accessible sides of the armory yard.

Another major concern to Symington was the lack of suitable dwellings for armory workers. Many of the existing residential structures throughout the town were in poor condition. Symington reported that the majority of the residences were "built many years since of wood, and in low damp situations, are in wretched bad condition; continually requiring repairs... tottering in decay... ."[55] Although the army demolished those houses in the worst condition, and made improvements on others, the housing situation was only resolved when the government sold most of the residences to armory workers in 1852. Even with these solutions, the shortage of available housing for all the townspeople of Harpers Ferry was a continuous problem. With a population approaching 1,800 permanent residents, living arrangements were frequently found in apartments located

on the second and third stories of commercial buildings, in boarding houses or hotels, or in the nearby town of Bolivar. In some cases new structures were built on top of old foundations and existing structures enlarged. The structural complex on the hillsides associated with the Harper house is a good illustration of these adaptations.

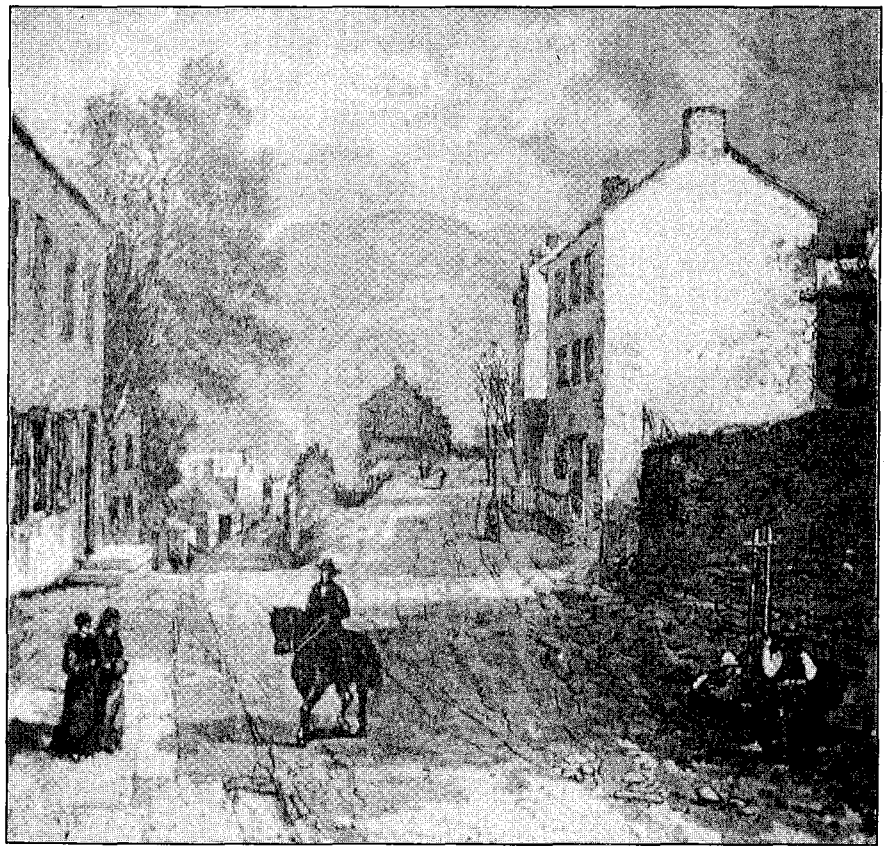
As previously described, the Harper complex had been expanded in 1832 with a large addition. Following the bankruptcy of James Wager, the original portion, the stone Harper house, was closed off from the second structure and subdivided into apartments. At that time the stone section was owned by Sarah Wager Swayne and her husband Noah. The James Wager family occupied the second attached structure until 1843 when it was purchased by Dr. Nicholas Marmion, the town physician. A third and a fourth addition constructed next to the second between 1843 and 1848 by William Anderson, were of stone and brick. They were also rented to tenants. These two buildings were eventually purchased by Dr. Marmion who continued to let them.

By the end of the decade, this imposing "telescoped" structure dominated the ledge above High Street. On the opposite or garden side of the structure, the row of connected buildings turned the upper Public Walk into a long enclosed corridor. At the time of the division of the Wager property in the 1830s, the garden, too, had been divided into separate, individual parcels. The Swaynes received the southern pie-shaped piece; the James Wagers received the larger terraced rectangle, which paralleled the Public Walk. The Swayne's tenants reached their garden by crossing over the Walk on a wooden footbridge. The bridge connected the upper floor of the original stone house with the top of the first garden wall. The Wagers', (and later the Marmion family's) garden access led from the Public Walk up a steep set of narrow stone steps built into the same wall.

Below the Harper house, between lower Public Walk and High Street, a group of commercial buildings was constructed in the 1840s creating another row of structures along the terraced side of the cliff. The construction of these stores and shops completed the intensive development of the western side of High Street. Between 1803 and 1839 only four buildings had been built there by the Wager family. The small stone store on the downhill side of the stone steps was one of the town's first retail establishments. A two-story frame house standing just to the north of the stone steps, an adjacent frame structure and a three-story stone tailor's shop and residence were subsequently erected in the middle of the block.[56] With the many rapid changes occurring in the community, the individual owners of the lots between the three early High Street buildings further subdivided these spaces to expand their uses and "filled in" with additional structures between 1839 and 1849. In these establishments, constructed for the most part of stone and brick, there was another tailor, a harness maker, a merchant and a tavern keeper.[57] Lots were also redeveloped. An early frame house built by the Wagers was torn down and replaced with a three-and-one-half-story stone house. At the same time another three-and-one-half-story residence, constructed of stone, was erected on the foundation of the other early frame house on the lot to the north.[58]

By mid-century the block was complete, although one lot in the northern third remained undeveloped. One of the last pre-war structures was a tavern, the "Green House," built in 1848 next to one of the first brick houses, with which it possibly shared a common chimney.[59] A distinctive characteristic of these buildings was that, for the most part, their upper stories were higher than the level of the Public Walk to the rear, so that a separate entry from the walk to the second or third stories was possible. A second feature was the natural areaways allowing light into lower rear windows, light created in the space between the back wall of the structures and the bedrock and slope of the terrace behind.

The eastern side of High Street grew more haphazardly, and over a longer period of time. It achieved its final pre-war streetscape during the 1850s when the government created an alley across Wager lot 17, connecting High Street and Potomac Street. The old Harper Ferry Hotel dominated the southeastern corner of High and Shenandoah streets from 1803 to 1838. The eastern side of the hotel faced High Street, opposite the stone steps. In 1838 the new owners, Mrs. Ann Stephenson and William Anderson, who had purchased a portion of the hotel lot at the James Wager bankruptcy sale, razed the structure and erected two stores fronting Shenandoah Street. The buildings were 3 1/2 stories, with residences above, and shared a common brick fire wall. Sometime between 1840 and 1845 two-story brick additions were added to the rear of both buildings, thus extending the High Street facade of the corner store further up the hill. The store entrance on High Street was protected by a covered porch. Steps off of the porch, near the northwest corner of the addition, provided



View of High Street and Public Walk, looking south, ca 1850. Photo file HF 1198.

access to the rear yards of the two main buildings. Around 1850 the owner of the corner store, Mrs. Stephenson, erected a small one-story shop for a shoemaker or a grocer on the other side of the steps.[60]

In the 1830s and 1840s William and Samuel Anderson constructed the tenant houses attached to the Wager and Harper houses, and, with Mrs. Stephenson, made renovations to the Harpers Ferry Hotel. During this time William Anderson also built a stone store and residence on the east side of High Street, north of the Stephenson holdings.[61] Previously he had displayed his abilities as both merchant and architect when he erected, under leasehold, a large brick store facing Shenandoah Street at the northwestern corner of High and Shenandoah. Anderson's entrepreneurial style and that of Frederick Roeder, who developed contiguous properties clustered near the Wager lot 17 passageway, filled the void left by the dissolution of the Wager family enterprise.[62]

During the 1840s the last available private lots on the north side of Shenandoah Street were developed by blasting away part of the shale cliff. Three additional structures were built, all with commercial storefronts on the street level and apartments above. The cliff prevented any open space for a garden or even a service yard. Necessary and related outbuildings were wedged between the main structures and the ledge. Private access to the upper stories was possible via exterior stairs, full-width porches or by stone steps descending to the rear of the buildings. Drainage was an additional problem for structures against the cliff. In one instance runoff was contained by piping rainwater through the building to Shenandoah Street.[63]

While the north side of Shenandoah Street became increasingly commercial, the south side maintained its residential character. Most of the residential structures in this area were brick armory dwellings, constructed between 1810 and 1834.[64] One of the recurring themes in the development of the landscape of Lower Town was the effort to maximize the use of functional space. The establishment of armory dwelling gardens along the flat land of the Shenandoah shore is a case in point.[65] Horticulture and garden cultivation were an important cultural aspect of nineteenth-century Harpers Ferry. Advertisements from local shopkeepers featuring long lists of seeds emphasize this importance. In one example, the seeds offered were "raised by the Society of Shakers, New Lebanon, Columbia County, New York" and were the "choicest kinds of the different varieties...".[66] Garden plots were, moreover, a necessary and an integral part of the residential landscape. In 1844, the armory superintendent, Major Symington, recommended that the government purchase additional land on Byrnes Island in the Potomac River, to provide "excellent gardening ground for the Armorers, who may be disposed to cultivate it...".[67] Later in 1855, Mr. Byington, the master armorer, sought the government's approval to plant a garden on Camp Hill. That he petitioned for the use of "an acre or more" is indicative of how essential residential gardens were in mid-nineteenth-century Harpers Ferry.[68]

Major Symington developed several plans to improve the crowded situation on the public land at Harpers Ferry. Between 1844

and 1851, he was able to institute many significant physical changes that influenced the character of the town. To deal with the pressing problem of accessibility, safety, and housing, he proposed purchasing the properties near the southeastern edge of the armory grounds and removing the buildings located there that blocked the entrance to the factory yard. To create a buffer between the High Street service yards and the armory canal, he advised purchasing the privately owned lots (Wager Lots 19, 20, 21, 22), and he also advised demolishing all associated outbuildings and service buildings so that the remaining portions of the yards could be cultivated and the existing north/south alley widened into a thoroughfare. In addition Symington suggested that the government remove dilapidated armory dwellings and sell any remaining structures to the workers. With this action he eliminated a substantial expense for the government of maintaining residential property and increased the private housing stock in the town. Moreover he outlined a rebuilding program for the Armory complex that would eventually streamline functions, improve productivity, and contribute to the overall prosperity of the community.[69]

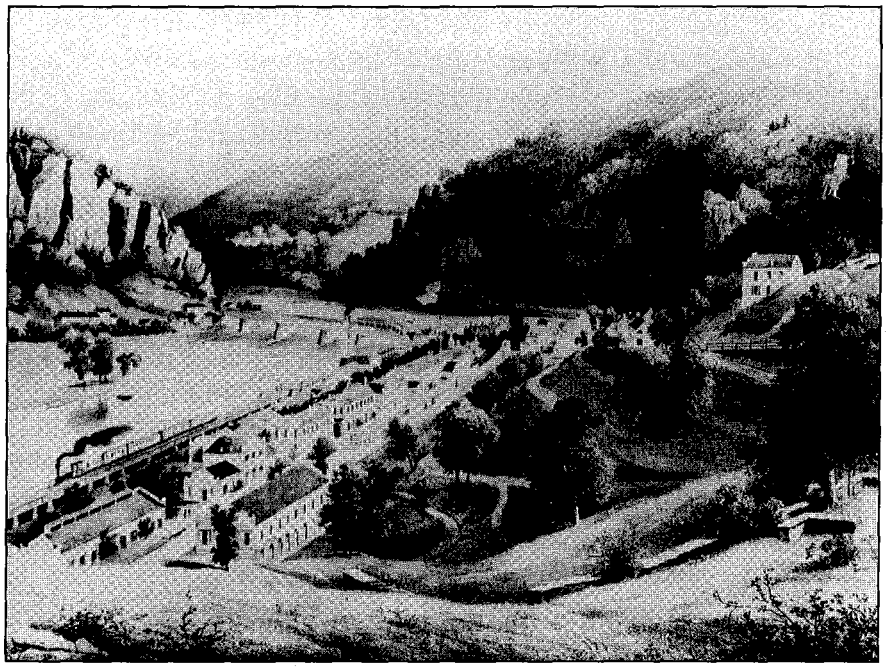
> *This whole establishment is cramped for room, not having been constructed upon a plan arranged beforehand, but put up, building after building as appropriations were obtained.* [70]

In the Army's estimation, every workshop was determined unfit for use, and not worth the repair.[71] Between 1845 and 1851 Symington designed and oversaw the construction of eleven new workshops and storehouses, and remodeled two older buildings at the musket factory. He also replaced the original rifle workshops on Hall's Island with four new structures. The overall visual impact on the landscape was enormous. The government buildings at the U.S. Rifle Factory and the U.S. Musket Factory, were constructed of similar long-lasting materials and with high standards of workmanship. All of the major buildings had mortared stone foundations. The "upper stories were built of brick and were trimmed with cut-stone water table, window and door sills, and coping." A variety of metals trimmed each structure. Cast iron framed the arched doors and windows, sheet iron, lightning rods and slate protected the roofs, and copper gutters and downspouts carried away rainwater. Collectively, their uniformity of appearance was enhanced not only by their similar architectural style but also by the two coats of patent oil paint used to cover the exterior walls. [72]

Symington's interest in reorganizing the armory layout and consolidating factory functions eventually evolved into a comprehensive plan for Harpers Ferry. His concept considered not only the specific requirements of factory production, but also addressed the more intrinsic needs of the town: the government's responsibility to provide suitable housing for armory workers, the location of residential neighborhoods, and the community's need for civic spaces and institutions.[73]

By purchasing three additional Wager lots (11-13) and removing the standing structures, Symington was able to create North Cliff Street (soon after referred to as Potomac Street) where the alley had previously

existed. The former alley was widened and regraded. A stone wall was also built on one side to prevent the deposit of waste from the nearby hill into the armory canal. These changes improved the principal access to the musket factory. At the front of the factory, on Shenandoah Street, Symington established a formal entrance consisting of four cut-stone posts and both a double and two single iron paling gates. As part of the design a brick wall, built of piers and low panels which were topped by iron palings, enclosed the front of the yard on both sides of the gates next to it. On the western boundary, a nine-foot brick wall, constructed with a stone foundation and cut-stone coping, completed the enclosure and separated the armory canal from North Cliff Street.[74] Drainage problems within the workshop area were resolved by raising the river wall and regrading the ground around the buildings. Symington also purchased Wager lot 17 to create a new east/west alley to function as a connection between "North Cliff Street" and High Street.[75] The realignment and widening of the north/south alley to create North Cliff Street, the establishment of a main entry gate, and the opening of a new east/west alley passage, significantly reduced the congestion and commercial traffic associated with this area. With the completion of these new landscape features in 1857, the musket factory joined the arsenal yard as the second armory area in Lower Town to be enclosed and secured.



View of armory from the hill showing Major Symington's plan. From Edward Beyer's Album of Virgina, *1857. Photo file, HF 51.*

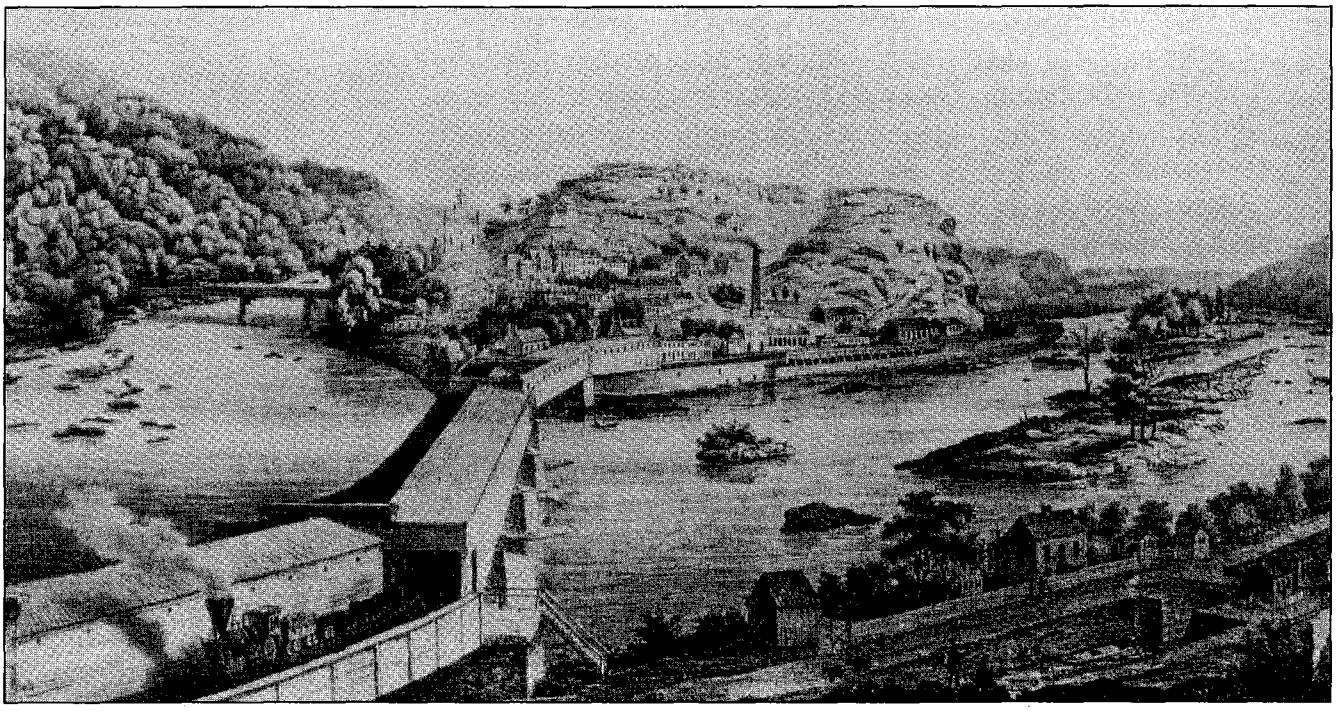
Major Symington's next project was to relocate the public marketplace from the area adjacent to the factory gate. He selected a new, more appropriate setting on government land on the Shenandoah shore east of the Globe Inn Alley. Between 1846 and 1847 a Market House, designed by Symington, was constructed for the town's use as a public market. The first story of the facility had large arcaded bays for farmers to use on market days. The second floor was set aside for the

meetings of the local chapter of the Sons of Temperance, a group organized by Symington.[76] In the 1850s space for a public boat landing was also established below the building on the Shenandoah shore.[77] When Harpers Ferry was incorporated in 1851, Symington was able to set aside offices for the town's first elected officials. The Town Hall, with space for the mayor and town council, was established in the former Superintendent's office inside the arsenal yard. Earlier, Symington had moved his office to a building just inside the musket factory gate.[78]

In 1851, Symington formulated plans for the public auction of government dwellings and no-longer-needed lots. Proceeds from the sale were used to acquire or construct new housing for officers of the armory. With these plans he also consolidated the armory stable and lumberyard on Shenandoah Street, prepared Hall's Islands for future use by the rifle factory, developed residential sites on Camp Hill and surveyed a site for location for an additional cemetery, Pine Grove. Symington prepared a plat map for the sale that shows the Lower Town and Camp Hill areas, neatly plotted and drawn into blocks and lots. Most of the plats were in linear grids, yet in many places the steep topography in Harpers Ferry prevented the execution of such a strict geometric arrangement.[79] One of the advantages of the Symington plan was that the town would benefit from the "...opening and better location of the streets, and open spaces at certain points...".[80]

Several new streets throughout Lower Town were platted and named. The street names—with the established exceptions of Shenandoah, Potomac and High—were selected by the corporate officials of the town.[81] High Street was to extend across Shenandoah Street through the arsenal block to the W&P railroad trestle. The alleys and lanes connecting the lots between the Shenandoah shore and the W&P trestle were changed and realigned from Globe Inn, Koonce's, Rock and Back Lane to Market, Bridge, Tell, Wood and Hamilton streets. It is doubtful these alleys were structurally or physically altered or improved. All the main thoroughfares, with the exception of the original macadam sections in Lower Town, were unpaved and many of "side streets were little more than lanes."[82] In addition to the open areas assigned to the Harper cemetery and the Pine Grove cemetery, the plat also featured two town squares—Union Square and Public Square—on Camp Hill. Public Square contained a firehouse and was adjacent to a town pump. Overall, Symington's efforts demonstrated a comprehensive plan for the future growth of Harpers Ferry that emphasized separating residential and civic structures from the activity of the factories and the river crossing.

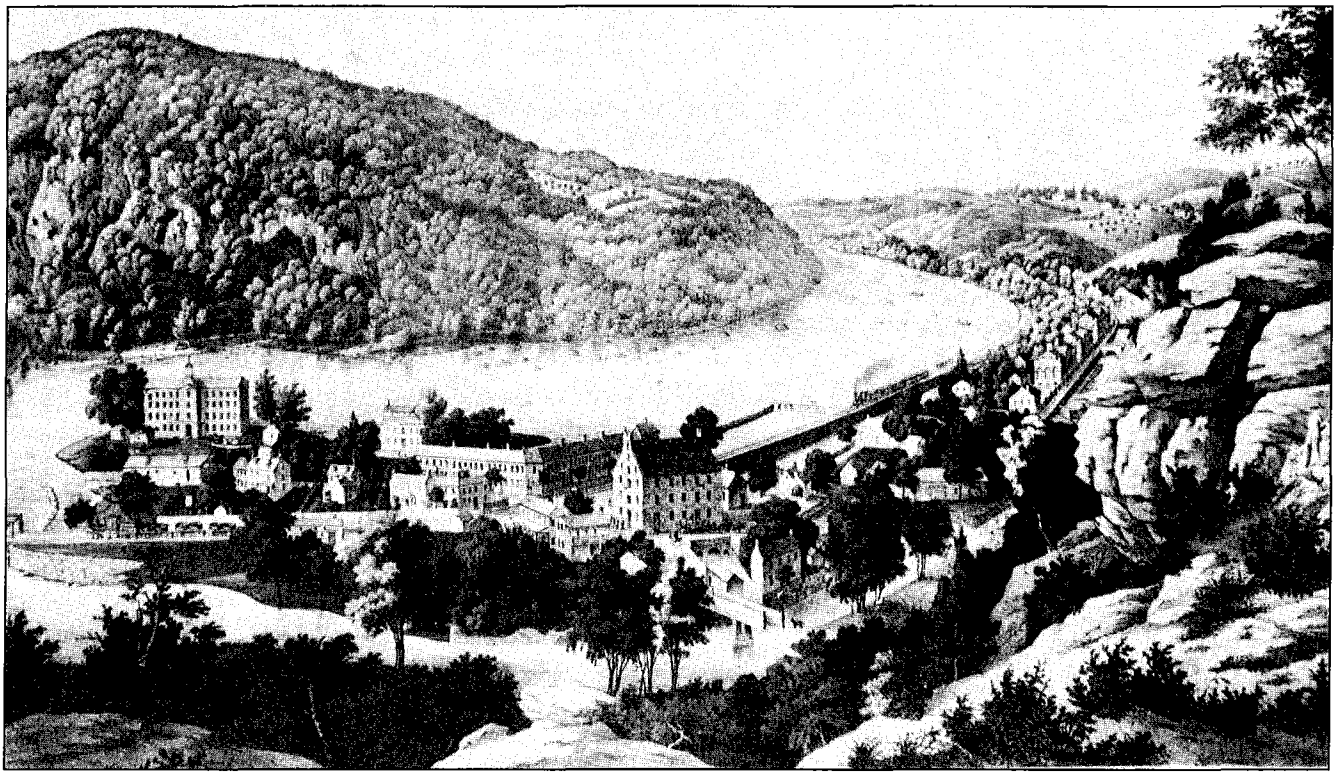
The public auction was held in March 1852. A total of 224 lots were sold, 51 of them to workers. A second sale was held the following year. At this time the government gave further support to the community by leasing vacant lots to the six churches within Harpers Ferry. During the next few years land was also leased to public schools on Virginius Island, Shenandoah Street, and Camp Hill.[83]



View of Lower Town from the Maryland shore showing the elevated trestle and bridge across the Potomac. Sachse Co. print 1860-63, based on a drawing by Weidenback ca 1853. Photo file, HF 255.

While Symington engineered the changes on the government land at Harpers Ferry, alterations also occurred along the shoreline of the Shenandoah River. The Shenandoah rope ferry had been dismantled in 1844, when the Shenandoah Bridge Company completed construction of a wagon-and-foot bridge across the river. Built on stone piers and abutments with a wooden superstructure, the bridge and the tollhouse were located at the southern end of Bridge Street. As with the B&O railroad bridge, this new bridge was weatherboarded. Connections from Harpers Ferry to Loudoun County, Virginia, were formalized when the Hillsborough Turnpike opened in 1852. Originating on the southern end of the Shenandoah Bridge, where the turnpike's tollhouse was located, the road coursed along the Loudoun side of the river at the base of the cliffs on government lands, and then over the heights towards Hillsborough.[84]

The B&O's Potomac crossing continued to reflect advanced construction and engineering technology. Continuing the tradition of Lewis Wernwag, and the B&O's Benjamin Latrobe, Jr., the railroad's engineers worked to refine and perfect the route across the river and up the Potomac shore. Between 1850 and 1852, the straight section of the "Y" bridge span, the portion that linked the W&P with the B&O, was replaced with a new metallic truss. This "suspension and trussed bridge" had been designed by Wendell Bollman for use throughout the B&O system.[85] The design incorporated iron "as the principle element," a material that could withstand weather, fire and flood far more effectively than wood.[86] The truss was so successful that it was used on virtually every B&O crossing east of Cumberland requiring pier-to-pier spans of less than two hundred feet. At Harpers Ferry, the railroad planned to connect individual iron truss segments for a completely "Bollmanized" bridge.



Lithograph of Virginius Island. Sachse Co., 1857. Photo file, HF 687.

During the 1840s Virginius Island and Hall's Island became model centers for waterpowered factories. In 1844, following the plan of Symington, the government began tearing down the rifleworks on Hall's Island and erected the new U.S. Rifle Factory there, in the same location. In 1847, the Harpers Ferry and Shenandoah Manufacturing Company established a modern cotton factory on Virginius Island. By 1849 the firm expanded to include its original four-story building and a second structure a few yards up river. By that time it possessed almost half the property of Virginius. Unfortunately, the cotton mill's success was short-lived. Its financial failure was caused by an excess of cotton, factories in the eastern United States, a shortage of raw cotton and low consumer demand. A fire in 1852 determined the permanent fate of the Manufacturing Company by destroying the second cotton mill. Abraham Herr, the operator of a flour mill on the island, acquired the holdings and the machinery of the cotton company, and with other subsequent land purchases, became the sole owner of Virginius, or Herr's Island.[87]

The most significant natural disaster to affect Harpers Ferry was the April 1852 flood.[88] When the waters finally receded, this flood was determined to be the worst since the founding of the Harper settlement, at a reported five feet above flood stage.

> *Our country has been visited by an awful calamity. -The oldest inhabitants never before witnessed such a rise in the waters of the Potomac and Shenandoah river—The inundation came upon us like an avalanche—sudden, unexpected and overwhelming.*
>
> *It commenced raining about 4 o'clock P.M. on Saturday last, and continued without intermission until Tuesday at noon. It fell*

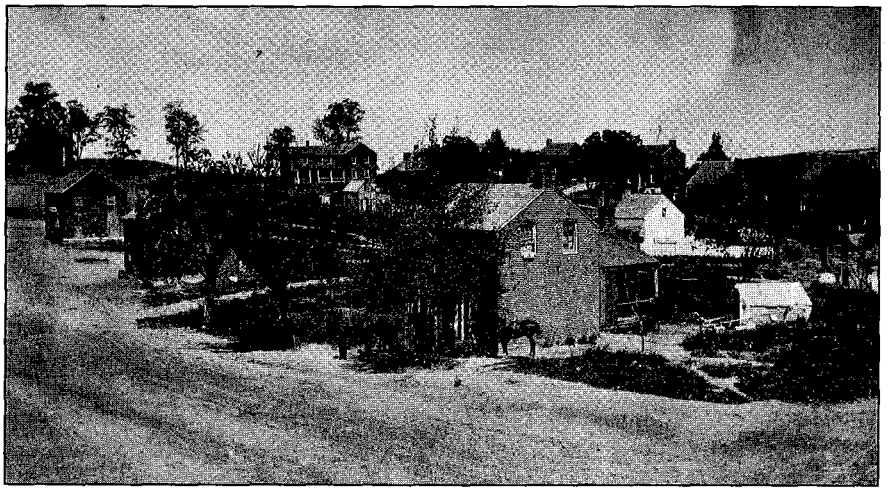
however, so gently that no one anticipated more than an ordinary swelling of the streams... .

By Tuesday morning the streets of Harpers Ferry, had become channels for mighty rivers, and the second and third stories and house-tops, resting places for distressed inhabitants...

The destruction of property is beyond all description. Every house on Shenandoah and Potomac streets was almost entirely submerged - the water being six feet higher than at any other period within the recollection of man.[89]

The flood renewed concerns about the safety of the government's property and the effect that a prolonged period of high water had on the overall production at the armory. Periodic inundations and the prevalence of sickness during the summer were reason enough to live above Lower Town on Camp Hill. Benjamin Mills, master armorer (1854-1859), was one government official who expressed his concern for living by the river. He refused to live in the new master armorer's residence on Shenandoah Street, which had been designed by Symington's successor, Maj. Henry W. Clowe. This solid brick two-story house lent an a element of high style to the southern side of the street, which for the most part was lined with the more modest brick houses of armory workers. Officials in Washington granted Mills request and gave him permission to move to one of the other new official residences located on Camp Hill.[90]

Symington planned for Camp Hill to be the primary residential area of the town. He set aside a large open area for the commanding

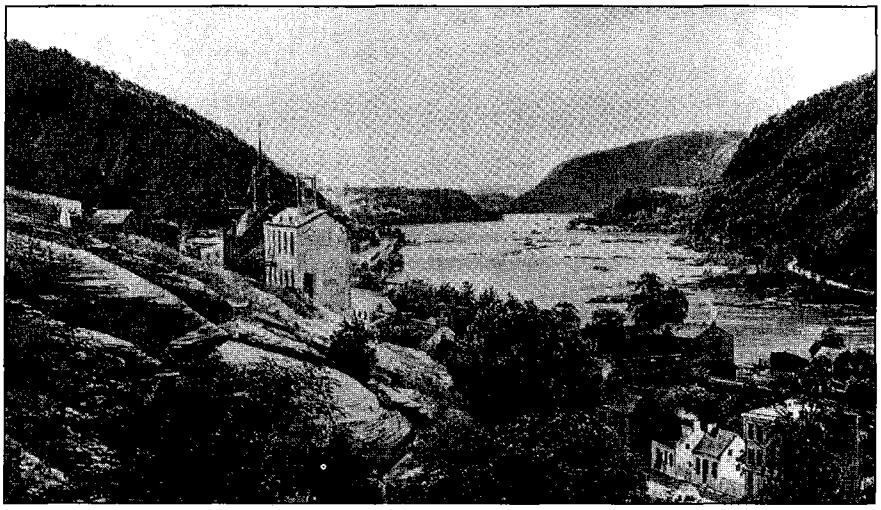


Residential neighborhood on Camp Hill, 1862. Photo file, HF 60.

officer, the paymaster, and the quartermaster, located some distance from the armory shops. Two residences were constructed between 1847 and 1848 on parcels of four and two acres respectively. These two imposing brick structures were well landscaped and visible from Lower Town, having a presence that greets "the eye from every direction."[91]

The Site for quarters of the commanding officer was a rough hill top with the grounds about unimproved and entirely bare of anything but stone and weeds. These had necessarily to be cleared

off and the ground be prepared for the growth of grass by hauling manure and refuse coal dust upon the bare and barren spots. The grounds were otherwise improved by planting forest trees, graveling a road around the house, laying off a garden in walks and beds, putting up some interior fences, and as an indispensable convenience a stable was built upon the premises... .[92]



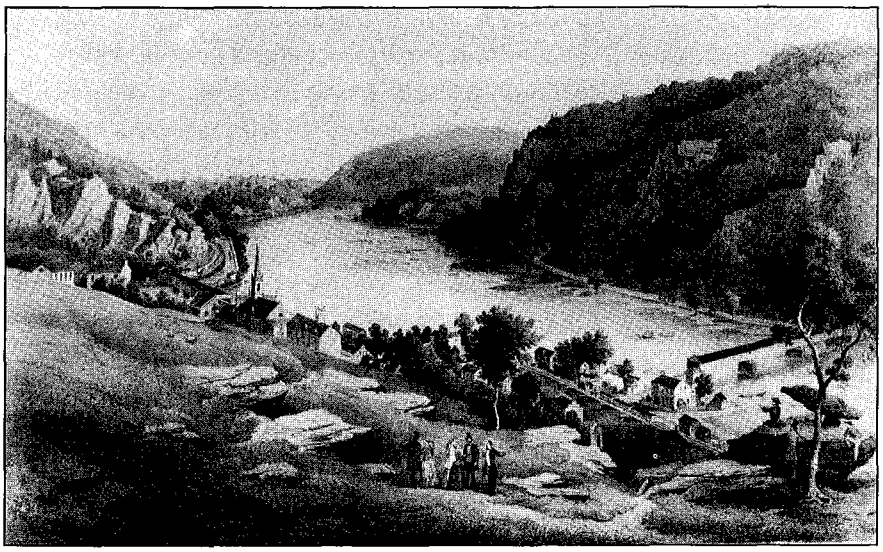
View of Harpers Ferry from Jefferson rock. Photograph of an oil painting by Ferdinand Richardt, 1858. Photo file, HF 68.

In 1848 the paymasters house was "erected on the summit of a knoll, the ground falling on all sides," above the Harper cemetery. Its site was near the former John Hall residence and garden, both of which were destroyed when renovation of the site occurred.[93]

The overall view of Lower Town from the new quarters above the Harper graveyard had changed considerably since John Hall's garden had graced the site. In the decade preceding the Civil War, the image of the town from this point, or nearby Jefferson Rock, had evolved from an armory village to that of a prosperous industrial town.[94] In the town of Harpers Ferry, 1,747 people lived in crowded brick buildings and among waterpowered factories:

> *...the village is compactly, though irregularly built around the base of a hill, and is the center of considerable trade. It contains four or five churches, several manufactories and flouring mills, a United States armory in which about 250 hands are employed, producing among other articles, some 10,000 muskets annually, and a national arsenal.*[95]

The rows of the factory buildings, the conformity of the new armory architecture, the activity in the workshops, the trains rambling by and the canal boats floating along their course presented a picture imbued with civic and national pride. In turn, the effect of industrialization had spread its influence across the lowlands and up the hillsides. Several key characteristics of the landscape of Harpers Ferry had endured, yet changed. The hilltop vista appeared more pastoral with the "wildest scenery of the noble Potowmack" tamed by the pastures and open fields on the distant heights of Maryland and Virginia.[96] Even the



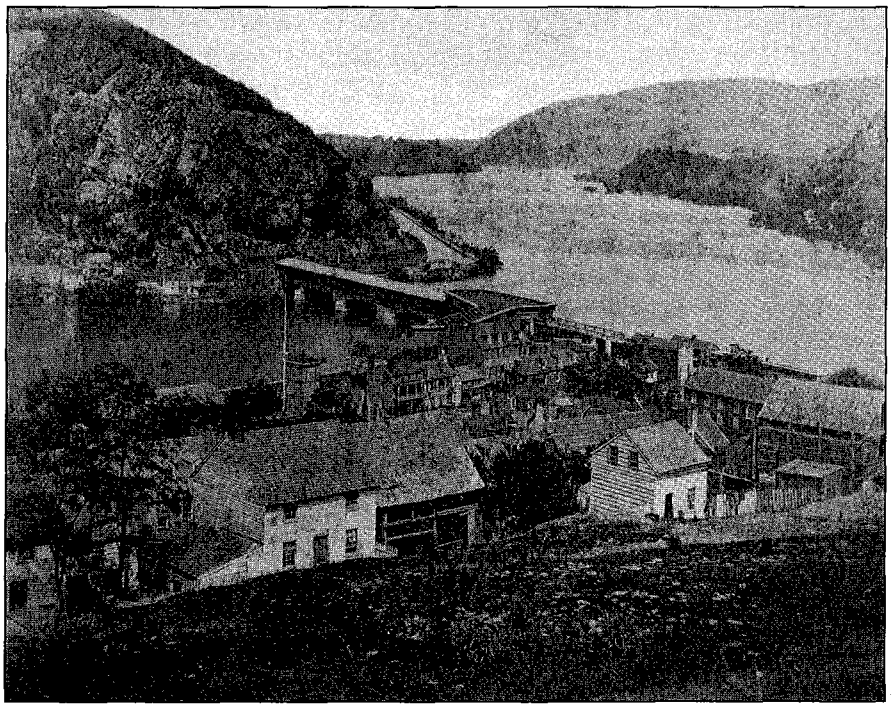
Lithograph of Harpers Ferry from Beyer's Album of Virginia, 1857. Photo file, HF 249.

curving paths and the rocky terraces seemed less treacherous with their edges shaped by groves, rather than forests, and by lawn rather than wilderness. Not only the rivers, but the canal, the railroad, and the turnpike found their way gracefully to points beyond.

THE RAID AND THE WAR

Accidental circumstances however may control the indications of nature, and in no circumstances do they do it more frequently than in the rise and fall of towns.[97]

In April 1859, the Wager House Hotel, formerly the U.S. Hotel, placed an advertisement in the *Virginia Free Press* that emphasized its setting in "the romantic village of Harpers-Ferry," its new renovations, furnishings, and the advantages of its location fronting directly on the



View of Lower Town from hill showing the concentration of buildings including the Wager House Hotel to the right of the flagpole, ca 1859. Photo file HF 66.

B&O rail platform. This large brick building, like many of the privately-owned commercial buildings in Lower Town, occupied a site that had been redeveloped several times. In its earliest use, the site held an "old frame warehouse." This structure was replaced in 1837 by a 3 1/2-story double brick house. In turn, this house was enlarged in 1839 by the addition of a brick wing, and subsequently operated as the United States Hotel. Since the wing abutted a brick structure on an adjacent lot that was also operated as a hotel, the two separate properties were frequently managed jointly throughout the 1840s and 1850s as one large establishment.[98] With its convenient location and the improvements made in 1859, the hotel catered to travelers visiting for "business or seeking pleasure."[99]

A few months later the romantic calm was shattered by the dramatic political and social events leading to the Civil War. The zealot from "Bloody Kansas," John Brown, with the financial backing of Northern abolitionists, targeted the store of weapons in the Harpers Ferry arsenal as a prize in the anti-slavery crusade. The drama of this abolitionist raid first began during the summer of 1859, when Brown and his raiders occupied a Maryland farm five miles north of the Potomac from Harpers Ferry. Here, in this pastoral hideout, Brown prepared to implement his plan against the United States government. By seizing weapons stored in the federal armory complex, Brown and his twenty-one followers hoped to arm and liberate Southern slaves.[100]

The attack on the United States arsenal began the night of October 16, 1859, when the raiders seized the B&O Railroad bridge. It concluded thirty-six hours later with ninety U.S. Marines storming the fire engine house inside the armory gate. During that time hostages were taken, the militia from nearby Charles Town was sent, and several people were wounded or killed. Among these were the mayor, Fontaine Beckham, one free-black, and two of Brown's sons. Brown himself was captured and promptly tried in a Charles Town court. Found guilty of treason, murder and insurrection, he was executed on December 2, 1859.

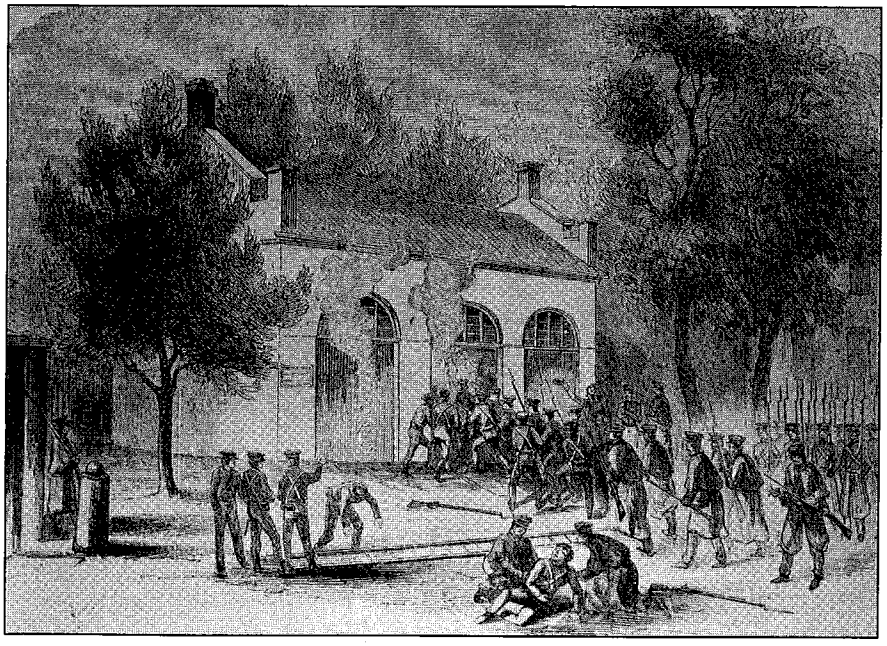
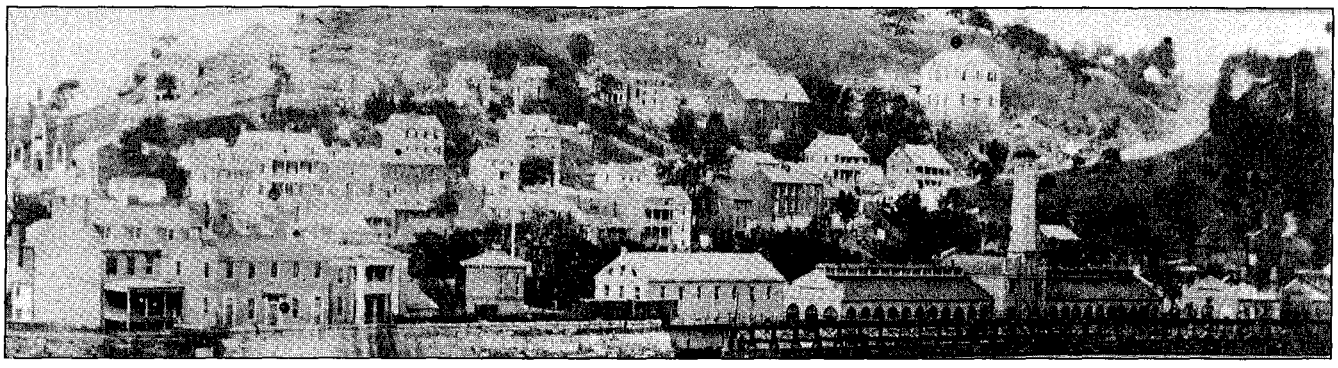


Illustration of marines storming the Engine House, 1859. Photo file, HF 222.

The alarming sequence of events at Harpers Ferry was first telegraphed to Baltimore by the engineer of an eastbound B&O train. Rumors spread throughout the region. News reached the American public through the accounts and sketches of the reporters and newspaper artists who rushed to cover the raid. *Harper's Weekly* and *Frank Leslie's Illustrated Newspaper* both published accounts describing the events. Dramatic images of the scene at Harpers Ferry were for a time imprinted in the public consciousness. The setting for John Brown's raid included most of the landscape of Lower Town from the B&O Railroad bridge to the armory gate, across to the arsenal, along Shenandoah Street to the bridge and on to the rifle factory on Hall's Island. The weatherboarded B&O bridge across the Potomac, the armory gate, and the arched facade of the engine house all briefly became famous Harpers Ferry landmarks. Thereafter, the engine house, or "Fort," achieved permanent landmark status, much in the same way as Jefferson Rock.

From the lllustrative views published in the news weeklies and from the earliest known photographs taken just after the raid, a distinct pre-war image of Harpers Ferry emerges. [101] In apparent contradiction to the harmonious and picturesque village conveyed through painting and literature, the views portrayed by sketch artists and photographers are stark and straightforward. They emphasize the urban character of Lower Town, where one can easily imagine the noise, congestion, dirt, and the pressure of everyday life in a community of approximately 2,500 people.[102] That two contrasting landscapes, the romanticized picturesque and the industrial, coexisted is difficult to reconcile.[103] Comparative analysis suggests, however, that from certain vantage points—Jefferson Rock and Cemetery Hill—Harpers Ferry did retain its inherent picturesque quality, while from other spots, at the rivers edge and on the streets, the character of the town was overwhelmingly urban and industrial.

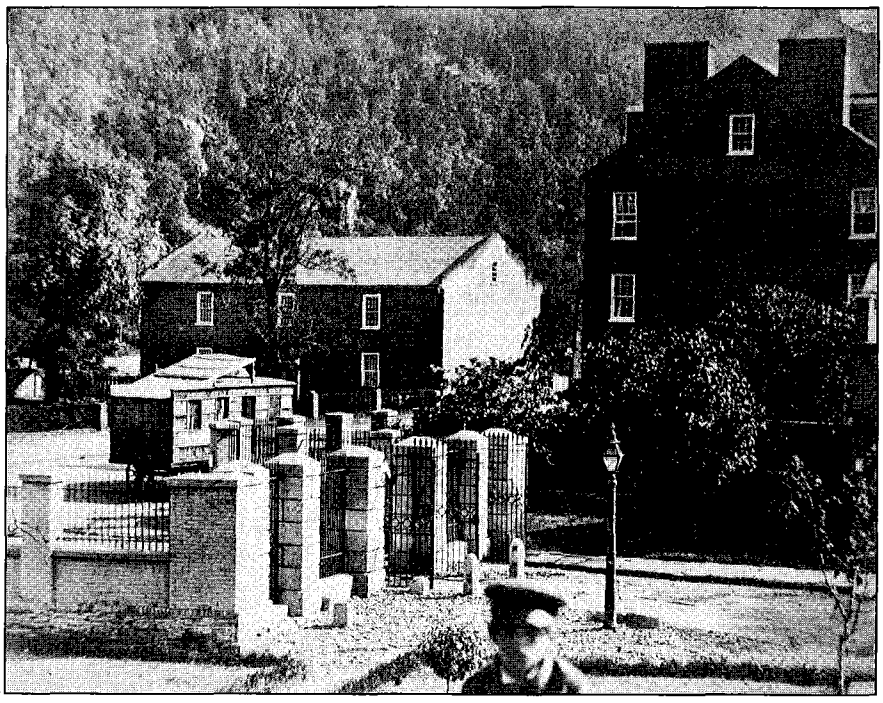
In the photographs, the industrial landscape dominates the overall view of Lower Town. Only a few trees soften the hard outline of the structures. In the lowlands and on the hillsides, the built environment was all-encompassing, creating a landscape hardened by the abuse of intense development. Building clusters, angular rooftops, walls, and outbuildings appear to overlap, as though built one on top of the other as they wrap around the slopes of the peninsula. Along the narrow Potomac shore, the armory river wall secured the factory yard and supported the B&O railroad trestle. Behind the river wall, the facades of the hotels,



Harpers Ferry from the Maryland shore, ca 1861. Photo file, HF 492.

taverns, and stores on the Ferry Lot merged with the continuous line of armory workshops, creating a zone crowded with industry and commerce. On the next tier, the bell tower of the finishing shop, the cupola on the engine house, and the flag staff near the gate joined St. Peter's steeple as punctuation points among the rooftops. St. Peter's Roman Catholic Church and St. John's Episcopal Church dominated the skyline on the hillside and toward the top of the hill. Fences, roads, and walls cut across the natural face of the slope with geometric patterns. Many of the rear yards of the hillside residences were defined by board fences, enclosing and concealing the private garden plots and outbuildings within. The roads that led over the ridge toward Charles Town, Clay Street, and High Street were cut straight through the crest, leaving deep excavations on the landscape.[104] In a similar fashion the stone wall surrounding Harper Cemetery, with its prominent edge protruding from the slope, added another contrived line across the hill.

Within Lower Town the town center was defined by the armory gate, the L-shaped configuration of Potomac Street, the cluster of commercial buildings massed at the Ferry Lot, the streetscape created by the building facades on the north side of Shenandoah Street, and the physical



Photograph showing armory gate in foreground and arsenal yard across Shenandoah Street, ca 1859. Photo file, HF 625.

complex comprising the arsenal yard. Along Shenandoah Street, a new brick pier and an iron paling fence was installed across the front of the arsenal yard in 1859 just prior to the raid. The concentrated mass of structures and buildings on Shenandoah and Potomac streets emphasized the importance of this area to the commercial and industrial function of the railroad, the commercial hotel business, and to the town's overall economy.

Because of the uneasy political situation and fears of potential slave revolts inspired by the raid, a small number of federal troops were

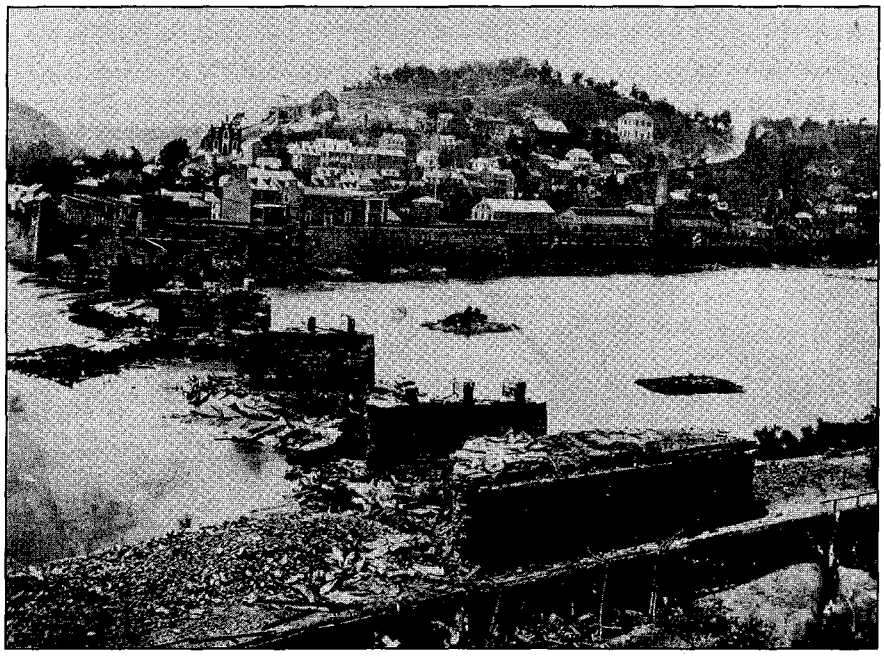
stationed in Harpers Ferry to protect government property. Between November 1859 and April 1861, officers in command of the troops occupied the old master armorer's house. Perhaps the military presence in the town foretold the inevitable. On April 17, Virginia seceded from the Union and Harpers Ferry seceded with Virginia.



Sketch from Harpers Weekly April 18, 1861, depicting the burning of the US arsenal at Harpers Ferry. Photo file, HF 533.

Alarmed by the news of advancing southern forces, the small contingent of Union troops stationed at Harpers Ferry quickly retreated north across the Potomac. Before evacuating, the Federal soldiers set fire to the large and small arsenal buildings and to some of the musket factory workshops inside the armory yard.[105] Although the armory shops sustained little damage, the arsenal buildings and all their contents, including nearly 15,000 arms, were destroyed. Southern forces occupied the town for the next two months, seizing all U.S. property, including armory quarters for use as military barracks. Private dwellings were also confiscated for barracks, and to serve as military hospitals. Widespread looting and a tremendous amount of destruction of individual property occurred throughout Lower Town.[106] During the Confederate occupation, the musket factory shops in the armory yard and the rifle factory shops on Hall's Island were stripped of all their machinery, belting and shafting, and valuable tools. These materials were loaded onto wagons and shipped south where they were used to manufacture arms for the Confederacy. Southern troops then vacated Harpers Ferry, setting fire to the B&O Railroad bridge and trestle and to the musket factory shops on June 14, 1861. Shortly thereafter, a Confederate force returned to burn the wooden trestle bridge across the Shenandoah and to destroy the nine buildings at the rifle factory.[107]

During the final six months of 1861, neither the Confederate nor Union army occupied Harpers Ferry, although Union sharpshooters kept



Remains of the B & O Railroad bridge destroyed by Confederate troops before leaving on June 14, 1861. Photo file, HF 237.

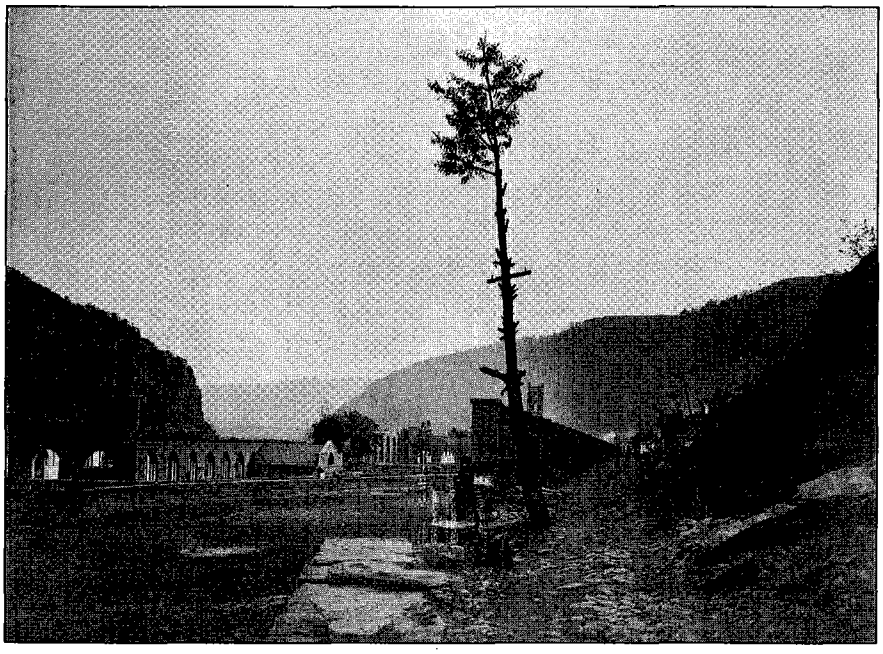
an eye on it from the Maryland side of the Potomac. Harpers Ferry was basically a desolate "no-man's land." For weeks at a time "not a wheel or tramp of a horse could be heard for everything that moved was suspected and was liable to be fired upon."[108] Most of the homes were empty. Locks and bolts were stripped from their doors for the value of the metal. Many of the remaining families were threatened with starvation, and many resorted to foraging for food.

In February 1862, when a Southern sniper killed a Union soldier from a party scouting Harpers Ferry, a detachment of Federal troops retaliated. They set fire to the hotels, stores, taverns, warehouses, the B&O depot, office and restaurant as well as the bridge tollhouse located on the Ferry Lot. Fourteen buildings in all, from the armory gate to the railroad, were destroyed. With this conflagration and the previous destruction of the arsenal yard, the "point" of land created by the confluence of the Potomac and the Shenandoah was left vacant, exposed, and desolate.[109]

Although the Confederates controlled both railroads at the outset, the B&O line managed to run for the federal government throughout most of the war. By 1862, Federal troops controlled the W&P. At the Potomac crossing, the railroad companies not only had to contend with the repeated destruction of the bridge by both armies, but also with the destruction caused by floods in the springs of 1862, 1863, and 1865. Whenever the bridge was damaged, ferry skiffs or pontoon bridges were used to cross the river. On the Virginia shore, the bridge across the Shenandoah remained in ruins until after the war, requiring ferries and pontoons as well. The railroad span across the Potomac River was rebuilt nine different times during the course of the war. Rebuilding with temporary wooden timbers was frequently self-defeating. Not until April 1863, when sections of prefabricated Bollman bridge were installed

across the entire width of the Potomac River, was the wartime crossing rendered manageable. The new metal structure remained intact in spite of attempts to destroy it (only new decking had to be installed). By the war's end the entire Bollman Bridge reached across the Potomac.[110]

Union troops reentered Harpers Ferry at the end of February

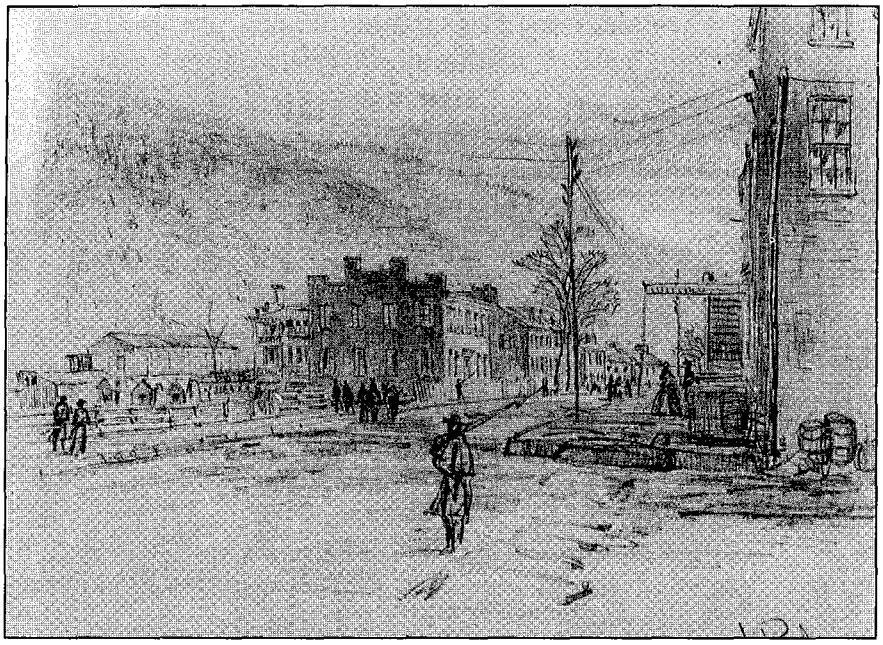


Armory grounds in 1862. Photograph attributed to Mathew Brady. Photo file, HF 10.

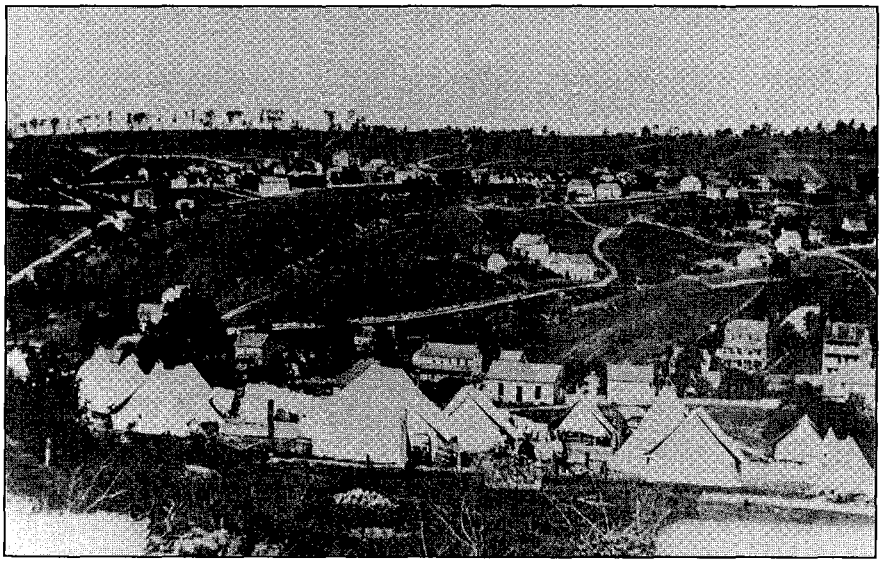
1862, bringing with them returning citizens and a stream of camp followers that included officers' families and "contraband" slaves. What they found was a landscape devastated by war:

> *The appearance of ruin by war and fire was awful. Charred ruins were all that remain of the splendid public works, arsenals, workshops, railroads, stores, hotels, and dwelling houses all mingled in one common destruction.*[111]

The once picturesque hillside town of Harpers Ferry displayed a "natural shabbiness," with the "decayed unthrifty look of a Virginian village." Lower Town was a forlorn and dilapidated place. At the center were the "piles of broken bricks and waste of shapeless demolition" that had been the armory factory and the arsenal. Even the infamous engine house (the site of John Brown's raid), was "rusty and shabby." The Union army established their headquarters amid the rubble. The offices of the military authorities were housed in both of the former master armorer residences along the southern side of Shenandoah Street. On the other side, at the bottom of High Street, was located a guardhouse for sentinels patrolling the area. One small shop had opened with "nothing to sell." In any event there were too few people to purchase much.[112] This was the state of Lower Town when President Abraham Lincoln came to Harpers Ferry on October 1, 1862. He came to consult with Maj. Gen. George B. McClellan, to review troops encamped near Bolivar, and to survey Union fortifications in the surrounding area.



Sketch of south side of Shenandoah Street showing General Stevenson's Headquarters, Harpers Ferry, by A.R. Waud, 1865. Photo file, HF 224.

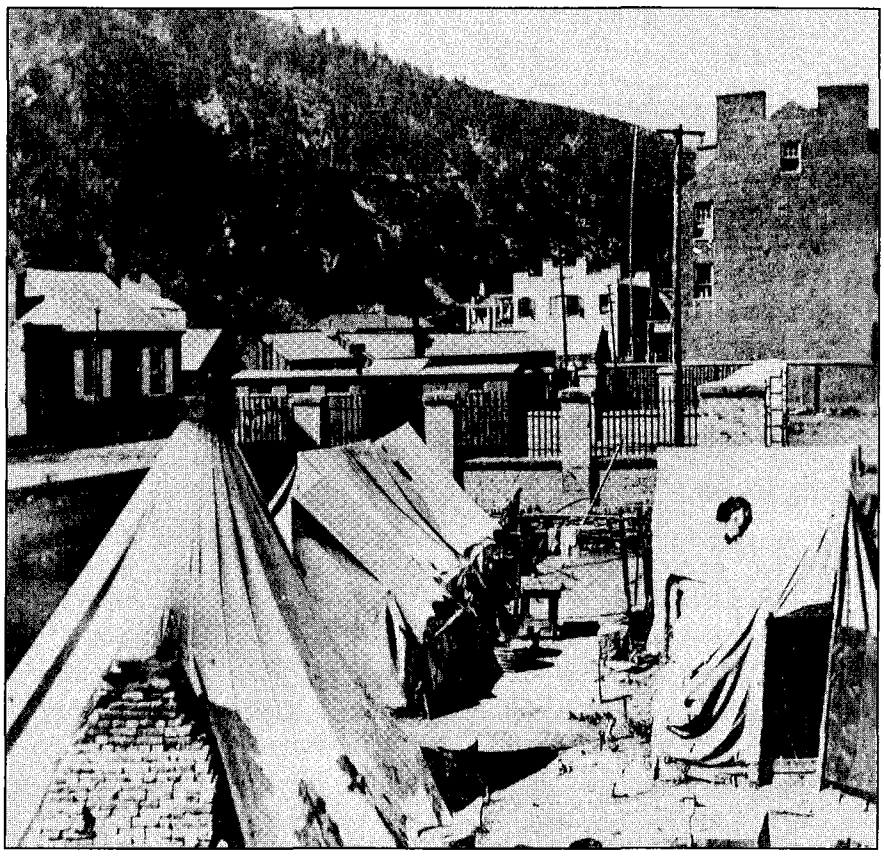


Union troop encampments on Camp Hill and Bolivar Heights, 1862. Photo file, HF 69.

Lincoln visited just three weeks after Gen. Robert E. Lee ordered three columns of men, which numbered 23,000 soldiers, to capture Harpers Ferry as part of his first invasion of the North. With Confederate forces firing down from both Loudoun and Maryland heights, Col. Dixon S. Miles was compelled to surrender to Maj. Gen. Thomas J. "Stonewall" Jackson. On September 15, 1862, the largest northern surrender of the war, involving 12,693 Federal officers and men, occurred at Bolivar Heights, on the hills above Harpers Ferry. Five days later, after the infamous battle of Antietam, the Union army reoccupied Maryland Heights, and two days later controlled Camp Hill and Bolivar Heights. The Union forces erected three large redoubts on the summit of Loudoun Heights after clearing away most of the timber on the crest. Across the river on Maryland Heights, they began construction of the

"stone fort," Fort Duncan, and other batteries and rifle pits. The Union army briefly evacuated these fortifications in July 1863, during the Gettysburg campaign, but reestablished them thereafter.[113]

By 1864 the Union army was firmly established in Lower Town. The garrison was able to withstand a Confederate attack in July, although during part of the fighting the railroad, pontoon bridges and parts of Lower Town were set on fire. One of the consequences of the occupation was the conversion of Lower Town into a supply base, especially for Maj. Gen. Philip Sheridan's army. To support campaigns in the Shenandoah Valley, Sheridan and his predecessors had renovated the burned-out government structures—the arsenal, musket factory, and rifle factory buildings—to serve as giant warehouses for munitions and other supplies. Great wagon trains were loaded on Bolivar Heights with supplies to carry southward. The Winchester & Potomac Railroad was rebuilt to transport soldiers and munitions. Along Shenandoah Street, the military continued to use the new master armorer's house as headquarters for the commanding officers, while three temporary structures, including a mess hall, were erected in the arsenal yard.[114]



Temporary structures located in arsenal yard ca 1865. Photo file, HF 18.

By the end of the war only the fire engine house remained intact in the former musket factory yard, a sacrosanct testament to John Brown's stand against slavery. Nearly every private and public building and lot had been damaged by the war. Anything of value had been either requisitioned or stolen.[115] Soldiers pulled down two of the town's

schoolhouses. The schoolhouse bricks were used in the camps, then sold as salvage by the United States ordnance officer.[116] Artillery and fire damaged several residences and stores on Shenandoah Street. The factories on Virginius Island and Halls Island were also severly damaged or rendered inoperable. Where the Ferry Lot buildings, Potomac Street, the armory gate, and the arsenal yard had shaped the heart of the town, a large barren expanse void of commercial activity now exposed the two rivers.[117] Troops encamped on Camp Hill had stripped the slope of all its trees and vegetation. Only rows of pre-war grave markers and the cemetery wall below the crest remained. Above the cemetery, the residences of the armory officials survived as did the smaller workers' residences, but the land here had also been abused by troops.[118]

> *I have no doubt but that you have suffered terribly at Harpers Ferry... . But you are now once more under the government of our forefathers and will soon be free and safe and will be I hope in a degree restored to prosperity. I think however, that the Dr and all had as well move to some more favored locality than Harpers Ferry. It will be long indeed before business revives there.*[119]

ENDNOTES

1 Anthony F.C. Wallace, *Rockdale* (New York: Alfred A. Knopf, 1978), p. 3-10. Self-sufficient rural communities, utilizing their abundant resources of waterpower, were, in the abstract, "like a plantation or commune, tied economically to world markets and financial centers," yet were in reality, emerging towns, developing to participate in the regional exchange of goods and products with eastern markets. See Thomas C. Cochran, *Frontiers of Change* and Diane Lindstrom, *Economic Development in the Philadelphia Region, 1810-1850* (New York: Columbia University Press, 1978).

2 "From a manuscript owned by Mrs. E. Bruce Allen, Moorefield, West Va., written Saturday, June 23, 1821," HFNHP collection, historic reports file drawer 3.

3 See 1803 King and Harbaugh "Plan and section," which demonstrates the natural lot shaped out of the cliff; it is present-day Wager lot 48. The "ghost" of the small 2 1/2-story stone structure is still visible on a building that was subsequently constructed adjacent to Aeris's west wall.

4 This is modern Park Building 37. See Charles W. Snell, "The Business Enterprises and Commerical Development of Harper's Ferry Lower Town Area, 1803 to 1861," 1973, HFNHP manuscript, pp. 143-144.

5 Snell, "Business Enterprises," p. 97.

6 Charles W. Snell, "Descriptive Catalog and Directory of 187 Armory Dwelling Houses, 1841-1852, of The U.S. Armory at Harpers Ferry, Virginia, Including rents Collected, 1823-1851," Vol. II, 1981, of "A History of Armory Dwelling Houses," p. 5, HFNHP manuscript.

7 See HF 21, circa 1803, copy of W. Roberts, Esqur. drawing of the arsenal and the river; and Benjamin Latrobe's sketch of the large arsenal in Carter, et al, *Latrobe's Views of America,* plate 115.

8 Snell, "Old Arsenal Square," p. 109.

9 The same cylindrical shape of the hand-held augur drill used in the blasting at Great Falls can be found sculpted in the rough face of the stone walls of Harpers Ferry; Thomas F. Hahn, *George Washington's Canal,* pp. 24-25; and L. Harbaugh to General Dearborn, 3/1/1804 (HFD 156) which confirms that blasting was used for canal construction at Harpers Ferry, as well.

10 Paul Y. Inashima, " Archaeological Monitoring, Park Maintenance Repair: Lateral-Sag-Failure Section Along the Northern Portion of the First 'Harper' Gardens' Wall," HFNHP manuscript, 1981, p. 19, 23, and 26 which suggest that some mortar may have been used at the time of initial construction.

11 Since the spring existed in 1775, when the construction of the house was started, it is possible that these service "rooms" were dug out of the hillside first; the wall added later. While there is little definitive documentation with which to date the garden, this does not preclude the earlier creation of the functional features. See Snell, et al., "Harper House, Garden and Furnishings"; and Inashima, "Park Maintenance Repair."

12 *Virginia Free Press,* 12/11/1834, p. 3, c.4

13 See Snell, "Descriptive Catalog and Directory," Section A, which indicates that Armory Dwelling Houses No. 2-52 were located along Shenandoah Street, between the street and the river; they were all probably constructed before 1830.

14 John Hall labored for six years, 1819-1825, before his first 1,000 patent rifles were completed.

15 R.T. Huntington, *Hall's Breech Loaders* (York, Pa.: George Shumay Publisher, 1972), p. 80.

16 In "Harper House and Garden," Snell dates the garden to the early 1830s. Cultivation, however, is a ongoing process. Preliminary work on the garden site was probably begun earlier. See also *Virginia Free Press*, 2/4/1836, advertisement for Jos. G. Hays drug stoie which featured a wide assortment of vegetable seeds; and 4/26/1838 listing of ornamental flower seeds available at a drug store in Charlestown.

17 The Hall workshops, a series of frame buildings including a former sawmill, became known as Hall's rifleworks; the island area known as Upper and Lower Hall's Islands. These Shenandoah River islands were near the site of the original Harper sawmill and gristmill, as well as the second Harper residence. It has yet to be determined if Hall's works incorporated any of the old Harper structures.

18 For a thorough discussion of Hall's invention and the "American System" see Huntington, *Hall's Breech Loaders* and Merritt Roe Smith, *Harpers Ferry Armory and the New Technology* (Ithaca : Cornell University Press, 1977). Smith, in Chapters 8-10 gives a detailed account of John Hall, the "American System of Manufactures," the effect on production at Harpers Ferry, and the larger historical context. Additional insights into John Hall's relationship with the Harpers Ferry community can be found in Huntington. For a more intimate portrayal of the Hall family, see Charlotte Fairbairn, ed. "The Hall-Marmion Letters," HFNHP manuscript.

19 The history of the armory during the 1830s is well documented in the comprehensive works of Snell, and in Merritt Roe Smith; both works deal with the political, social, and industrial history of Harpers Ferry that is reflected in developments at the armory. With the establishment of the Hall workshops, two armory factories existed in Harpers Ferry: the rifleworks, on the Shenandoah, and the musket factory on the Potomac. Connecting these two areas were the government holdings along the Shenandoah shore and above on the ridge behind the Wager reservation. Collectively, these four zones were considered "the armory." For the purposes of this study, only armory history that affected the landscape of Lower Town is pertinent.

20 Without the stimulation of early transportation projects and internal improvements, the economy of Harpers Ferry stagnated. The regional context, Harpers Ferry's position at the head of the both the Potomac and Shenandoah river valleys, is important for understanding the economic climate there. Analysis of intraregional economies in the early nineteenth century can be found in Thomas C. Cochran, *Frontiers of Change*, pp.38-49; and more specifically in Diane Lindstrom, *Economic Development in Philadelphia Region*, pp. 13-15.

21 Dave Gilbert, *Where Industry Failed*, p. 39. Lewis Wernwag was a distinguished early American bridge builder. Wernwag's fame rests chiefly on his use of the trussed arch on the bridges he designed and built throughout the eastern U.S. Also see David Plowden, *Bridges : The Spans of North America* (New York: W.W. Norton, 1974).

22 *Jefferson Republican*, 10/6/1949.

23 *Virginia Free Press*, 8/28/1831.

24 Charles W. Snell, "A Compendium of The Commercial and Industrial Advertisements of the Business and Manufacturing establishments of Harpers Ferry and the Island of Virginius, 1824-1861, Virginia," 1973, HFNHP manuscript; and *Virginia Free Press*, 7/24/1834.

25 See Snell's report on the garden in "Harper House, Garden and Furnishings"; and Inashima, "Park Maintenance Repair."

26 Derived from Snell's "History of Armory Dwelling Houses" and "Descriptive Catalog and Directory."

27 Rock Alley was so named either because of its proximity to Jefferson Rock on the cliff above, or perhaps because the dislodged piece of Jefferson Rock had landed near that point in 1799. Refer to Joseph Barry's account of the 1799 Jefferson Rock incident, *Strange Story of Harpers Ferry*, p. 18.

28 "RG 107, Secretary of War, p. 259 (5)Enc, 1811, Map no. 50A, Drawer no. 7," 1811 plat map, HFNHP map drawer 1.

29 Supporters of the C&O hoped to achieve success similar to that of the earlier Erie Canal (1815-1822).

30 The difficulties of constructing the C&O and the B&O are discussed in Edward Hungerford, *The Story of the Baltimore and Ohio Railroad, 1827-1927* (New York: G.P. Putnam and Sons, 1928); and Thomas F. Hahn, *The Chesapeake and Ohio Canal, Pathway to the Nation's Capital* (Metuchen, N.J.: The Scarecrow Press, Inc., 1984).

31 Snell, "Compendium," p. 134. The "Peoples Line of Stages" ran three times per week between Winchester, Virginia, and Fredericktown in Maryland. This was an overnight trip, and before the B&O reached the Maryland shore opposite Harpers Ferry, passengers bound for Washington, DC, were dropped off in Lower Town to spend the night and then to take the C&O packet boat the next morning.

32 Report of James Kearney and Wm. Turnbull in Snell, "Old Arsenal Square," pp. 120.

33 Snell, "Old Arsenal Square," p. 109.

34 John Bruce, first president of the Winchester and Potomac Railroad, cited in the first annual report of the railroad, 1836, in Hungerford, *The Story of the Baltimore and Ohio Railroad*, p. 116-117.

35 D.E. Stinson, "The First Railroad Bridge at Harpers Ferry," 1970, pp. 9-11, HFNHP manuscript.

36 Snell, "Descriptive Catalog and Directory," Sections C-E.

37 Philip R. Smith, Jr., "St Peter's Roman Catholic Church, 1839-1868," 1958, HFNHP manuscript.

38 Merrit Roe Smith, in *Harpers Ferry Armory and the New Technology*, and Charles W. Snell in "Business Enterprises," both contend that armory production at Harpers Ferry consistently lagged behind that at the other federal armory at Springfield, for important social and cultural reasons. Among these is the concept that craft-oriented production techniques persisted longer in Harpers Ferry than in New England; that the locally based and nepotistic administration of the Harpers Ferry armory was content with the status quo; and that the Wager family monopolized private enterprise through their control of real estate. To differ with these reasons, this study offers the following: that physical changes compel social change, rather than the development of concepts. At Harpers Ferry, little additional construction, commercial or residential, public or private, had been undertaken beyond what was initially required until the events of the 1830s: the construction of the turnpike, the building of the bridges, the canal connection and the railroad junction, the development of the "American System," and the Wager bankruptcy sale inspired a frenzied increase in the rate of new construction. "Most major cultural change does not occur gradually but instead in great sudden historic leaps commonly provoked by such great events as wars, depressions, and major inventions. After these leaps, landscape is likely to look very different than it did before." — Pierce F. Lewis, "Axioms for Reading the Landscape," in David Meinig, ed., *The Interpretation of Ordinary Landscapes* (New York: Oxford University Press, 1979), p.15.

39 *Virginia Free Press*, 4/7/1836.

40 "Journal of a Canal Boat voyaging on the Cumberland Canal, 1858" [should be 1859] taken from Thomas F. Hahn, *The Chesapeake and Ohio Canal*, pp.69-71. As transportation systems such as the canals and railroads were developed in the first half of the nineteenth century, greater numbers of American and European tourists journeyed through the American countryside and through Harpers Ferry, encountering its industry and its picturesque view. Some of these travelers kept journals that were later published as accounts of their experiences. Among the works describing Harpers Ferry are those written by Anne Royall, *The Black Book*, vol. I; John Edwards Caldwell, *A Tour Through Part of Virginia*; James Dixon, "Personal Narrative," (HFB 488); W. Faux , "Days in America," (HFD 13); and W. H. Bartlett and N. P. Willis, *American Scenery; or Land, Lake and River*.

41 Eli Bowen, *Rambles in the Path of the Steam-horse* (Philadelphia: Wm. Bromwell and Wm. White Smith, 1855), (HFB 52), HFNHP brochure collection, pp. 168-180.

42 *Virginia Free Press*, 4/26/1838.

43 Theodore Stebbins et al., *The Ideal Landscape In A New World: Masterpieces In American Painting 1760-1910* (Boston: Museum of Fine Arts, 1983), p. 79.

44 Henrietta Foxhall McKenney was one such artist to paint a view of the Gap in 1841; see HF251 and HF922 with attachments, HAFE NHP photograph collection. E. Saches and Co. was a firm which produced 60 lithographic views of American cities; see HF50, HFNHP photograph collection.

45 One distinctive graphic adaptation was the use on the face of a C&O Canal stock certificate of a rendering of the canal, coursing along the Potomac, showing the rooftops of Harpers Ferry in the distance. Reproduced in Elizabeth Kytle, *Home On The Canal* (Cabin John, Md.: Seven Locks Press, 1983), p. 55.

46 *Virginia Free Press,* 5/7/1846.

47 This information is based on Thomas Cole's description of his painting method, in his two letters, 12/25/1826 and one undated, from the Ms Cole papers, New York State Library, cited in Barbara Novak, *American Painting of The Nineteenth Century* (New York: Praeger Publishers, 1969), p. 70.

48 *The North American Review*, LXXXI (1855), 221, in Barbara Novak, *American Painting*, p. 63.

49 *Virginia Free Press,* 6/9/1836; 9/1/1842; 4/27/1843; 9/14/1843; 10/22/46; 11/5/46; 10/13/47.

50 *Virginia Free Press*, 9/21/1843; p.2,c.2.

51 Ibid

52 Armory operations first came under the army's jurisdiction in 1841. Improving efficiency and eliminating waste were the reasons that the federal government replaced the civilian superintendent with a military officer. The inefficiency of operations at the musket factory and the relatively high cost of production at Harpers Ferry is discussed in Merritt Roe Smith, *Harpers Ferry Armory and the New Technology*, pp. 266-275.

53 Maj. John Symington to Lt. Col. George Talcott, Ordnance Department, 12/12/1844, Reel 23, V. 3, HFNHP collection, p. 264.

54 Ibid, p. 263.

55 Ibid, 263.

56 The original stone store, erected between 1804-1819, occupied Wager lot 52; the two frame houses were built between 1819-1835 on Wager lots 53A and 54B; the tailor shop was on lot 55B, owned by Noah H. Swayne, and occupied by Hillary Allison, a tailor, between 1838-1857 under a leasehold agreement.

57 After James Wager's declaration of insolvency and the subsequent distribution of property among his siblings, these High Street lots, like others within the Wager Reservation, were organized under individual ownership. The structures on Wager lot 54 A, assigned in 1835 to James Wager, on 56 A and B, assigned Gerald B. Wager, were all of brick, while that on 56 C was of stone and brick, and all built between 1839-42. See Snell, "Business Enterprise," pp. 143-161.

58 Analysis of property and structural changes on lots 53B 53A, 54A and 54B is derived from Thomas E. Fields and Susan L. Shufelt, "Architectural Data Section, Historic Structure Report, Bldg. 3—Nichols/Williams Building," HFNHP manuscript, pp. 6-15; and from Snell, "Business Enterprises," pp. 146-151; and "The Town of Harpers Ferry," pp.44-45.

59 This structure was on Lot 55A.

60 See Snell, "Business Enterprises," pp. 124-130, on the development after the 1836 Wager sale of Lot 15, subdivision 1,2,3,4.

61 This is the building in lot 15, subdivision 4.

62 Frederick Roeder's properties were a confectionery and bakery on the east side of High Street, and a tavern and store facing the alley parallel to the west side of the musket factory.

63 See Snell, "Historic Structure Reports," for Buildings No. 38, 39, 43, 44, HFNHP manuscripts. Snell, in "Business Enterprises," pp. 102-103, speculates that an exterior baking vault or oven was built into the cliff for the bakery business in Building 44.

64 One change made to all 188 armory dwellings in 1841 was the institution of a house numbering system, with each residence having a number painted on its facade, so that individual houses could be identified in the armory rent rolls. Snell, " Descriptive Catalog and Directory," p. 10.

65 In his 1834 report, John Kearney describes the Shenandoah riverfront as "C[c]overed ... with houses, gardens and fences.." in Snell, "Old Arsenal Square," p. 120.

66 See *Virginia Free Press* 5/7/1846, p.3,c.6 for a listing of the seed selection offered.

67 R 23, v.3, p.267 HAFE Major Symington to Lt. Col. Talcott, Ordinance Department, Washington, DC, 12/12/1844

68 See H.W. Clowe From H.K. Craig 5/1/55, Reel 19. v.8, HFNHP collection, p. 746; and Snell, "Historic Building Report, Part II, Bldgs. 34-35,32,33 and 34-A." Garden plots were documented throughout the history of Lower Town. A large garden and an orchard were drawn on the 1803 King and Harbaugh "Plan and section," Benjamin Latrobe noted a garden on his 1810 sketch of the large arsenal, Mrs. Wager's garden was a landmark in the description of boundaries in an 1814 deed for Wager property, John Kearney mentioned them in his 1834 description of a possible site for the W&P trestle, and Major Symington suggested additional space for gardens in his 1844 report. Indicative of Symington's concern for securing garden space is that between 1845 and 1851, 1,947 panels of fencing—board fence or paling fence—were installed to enclose armory dwelling gardens. Snell, "History of the Armory," pp. 307-308.

69 Joseph Barry, *Strange Story of Harpers Ferry* p. 32; Barry recalls Symington's eccentric personality, but credits him with the success of the remodeling of the armory. Analysis of Symington's recommendations suggest that he was typical of the early nineteenth-century West Point graduates who were trained as engineers. See John R. Stilgoe, *Common Landscape of America, 1580 to 1845* (New Haven: Yale University Press, 1982) pp. 124-126; and Charles W. Snell, "A Physical History of The Plant of The United States Armory at Harpers Ferry, Virginia, 1794-1885," Vol. II, HFNHP manuscript, pp. 72-79. Symington outlined much of what needed to be done in his official report of 1844. Accompanying his proposal were two schedules and a map which documented the existing conditions. Reel 23, V.3, pp. 260-267, HFNHP collection. For a comparative analysis of the Harpers Ferry

armory with the Springfield, Massachusetts armory, see Michael S. Raber, "Conservative Innovators, Military Small Arms, and Industrial History at Springfield Armory, 1794-1918, in *The Journal of The Society For Industrial Archaeology* Volume 14, Number 1, 1988.

70 Capt. William Maynadier to William L. Marcy, Ordnance Office, June 18, 1846, R.G. 156, O.C.O., Letters Sent in Merritt Roe Smith, "Harpers Ferry Armory and the 'New Technology' in America, 1794-1854," p. 77.

71 Col. H.K. Craig to Secretary of War Jefferson Davis, 3/17/ 1854, extract from enclosure to letter, HFD 173, HFNHP document collection.

72 Snell, " Physical History of Harpers Ferry Armory," Vol. II, pp. 77-79.

73 "Map of the Relative Position of the Reserved Land to Public Works at Harpers Ferry, Virginia, 1844," accompanying Symington's 1844 report, Reel 23, V.3, HFNHP collection, pp.260-267; and S. Howell Brown D.S., "Map of Harpers Ferry...1852," HFNHP, Brackett House, a map complied for the 1852 land sale.

74 Snell, "Physical History of the Armory," Vol. II, pp. 181; and HF 90, HFNHP photograph collection, an 1860 view of the main gate.

75 This small alley was later known as Jones Alley (Snell, "Business Enterprises," p. 177), Burleigh's Alley (*Farmers Advocate*, (9/22/1923), and Hog Alley (Dave Gilbert, *A Walker's Guide to Harpers Ferry*, (Charleston, West Virginia: Pictorial Histories Publishing Company) p. 22.

76 See Snell, "Physical History of the Armory," Vol. II, p. 238.

77 Report of Lt. Col James W. Ripley, Major Symington, and Br. Col. Huger, 9/24/1851, Reel 24, v.8, HFNHP collection, pp. 802-806.

78 Snell, "Town of Harpers Ferry," p.8, 36. The Virginia General Assembly authorized the incorporation of Harpers Ferry as a town in 1851.

79 S. Howell Brown, "Map of Harpers Ferry," 1852.

80 Colonel Ripley, Major Symington, and Bvt. Col. Isaac Huger, 9/24/ 1851, Reel 24, V. 8 pp. 804.

81 All the streets were designated by name on Brown's 1852 map, even those on Camp Hill, that continue today "on paper." The 1851 By-Laws and Ordinances of the Corporation of Harpers Ferry indicate that determination of street surfaces, grade, drainage, curbs and repairs came under the jurisdiction of the town. *Virginia Free Press*, 8/7/1851.

82 Snell, "Town of Harpers Ferry," p. 53.

83 Ibid, pp. 34-36. Snell outlines the early history of these public structures. The leasehold arrangements were similar to those made earlier when the individual denominations were established in the town. By the time of the 1852 sale, three of the six churches were located on Camp Hill.

84 Joseph Barry, *Strange Story of Harpers Ferry*, p. 43, recounts that a hurricane or "tornado" in 1859, destroyed the bridge superstructure by lifting the framing off of its piers.

85 Prior to the installation of the Bollman span at Harpers Ferry, two smaller spans had been erected at the Patuxent River and the Anacostia River crossings on the Washington Branch of the B&O system. See David Plowden, *Bridges, The Spans of North America*

(New York: W.W. Norton Co., 1974), p.63.

86 Wendall Bollman, "Description of the bridge As built at Harpers ferry," 1852 in Stinson, "First Railroad Bridge at Harpers Ferry."

87 Dave Gilbert, *Where Industry Failed,* documents the history of industries on Virginius Island.

88 According to Joseph Barry, the 1851 cholera epidemic was another Harpers Ferry disaster. Joseph Barry, *Strange Story of Harpers Ferry,* p. 34.

89 *Virginia Free Press,* 4/22/1852.

90 An account of Mill's dilemma is given in Herbert H. Kissling, "Part I, Historic Building Report, Old Master Armorer's Residence and Outbuildings," 1957, HFNHP manuscript, pp.6-8.

91 *Virginia Free Press,* 7/15/1847.

92 Major Symington to Colonel Talcott, 8/11/48 reel 23, vol. 10, pp 978-985, excerpted in Philip R. Smith, "History of The Commanding Officer's Quarters, Camp Hill, (Anthony Hall, Storer College), Harpers Ferry, 1847-1867," HFNHP manuscript, p. 4.

93 Major Symington to Colonel Talcott 5/24/47/ reel 23, v. 9 p. 822; and Philip R. Smith, " History of Paymaster's Quarters, Camp Hill, (Lockwood House, Storer College), Harpers Ferry, 1848-1867," HFNHP manuscript, pp. 3-4, 8. The Hall garden had probably received little care in the time just prior to the construction of the Paymaster's house. In 1842, John Hall's wife, Statira, living in Missouri, expressed in a letter, 4/15/42, her distress that the garden was "lost," in Fairbairn, ed., "Hall-Marmion Letters."

94 See HF 249, from "Beyers Album of Virginia;" HF 687, lithographic view of Virginius Island; HF 628, copy of an oil painting of the view from Camp Hill; and especially HF 68, a copy of Ferdinand Richardt's painting of Lower Town, 1858; HFNHP photographic collection.

95 Richard Edwards, *Statistical Gazetteer of The State of Virginia,* Richmond, 1855, in Nofsinger, "Physical History," p. 43.

96 John Hall in Huntington, *Hall's Breech Loaders,* p. 80.

97 Thomas Jefferson, *Notes on the State of Virginia,* p. 109.

98 Snell, "Business Enterprises" pp. 45 -47; also historic panoramic photographs of the Ferry Lot area, HF 66, 451, 64, 46, 47, and 450, HFNHP photograph collection.

99 *Virgina Free Press,* 12/8/1859 p. 1 c. 3.

100 Accounts of John Brown's Raid which range from the interpretation presented by the National Park at Harpers Ferry, National Park Service History Series, *John Brown's Raid* (Washington,D.C.: Office of Publications, National Park Service, 1974; to Julia Davis' drama, *The Anvil* (Evanston, Illinois: Harper and Row, 1963); to Joseph Barry, *Strange Story of Harpers Ferry;* and innumerable personal reminiscences.

101 The earliest known photo of Harpers Ferry dates from 1859, HF 66, HFNHP photograph collection. Most likely it was used as a reference for the engraving of the same view, published in an 1861 edition of *Frank Leslie's Illustrated Newspaper*, HF 334, HFNHP photograph collection. The technology (collodian process) which made outdoor photography relatively easy to execute was not fully refined until the 1850s. In 1860, the notable American photographer Matthew Brady established a studio in Washington, D.C.; many Civil War photographs were taken by photographers associated with his studio. The lithographs were derived from sketches frequently attributed to David Strother, or "porte crayon," one of the most popular sketch artists of the Civil War Era. A native of Charlestown, Strother appears to have been comfortable with drawing the familiar environment of Harpers Ferry. See William P. Campbell, *The Civil War: A Centennial Exhibition of Eyewitness Drawings* (Washington, D.C.: National Gallery of Art, Smithsonian Institution, 1961); and James E. Taylor, *The James E. Taylor Sketchbook* (Dayton, Ohio: Morningside House, Inc. for the Western Reserve Historical Society, 1989).

102 Population of Harpers Ferry, Bolivar, and Virginius Island in 1850 was 2,801; in 1860 2,354. Snell, "Business Enterprises."

103 That the media (drawing, painting and the new photography) documenting the setting are different is also problematic; this issue was considered in the analysis of the two types of landscapes.

104 From *Virginia Free Press*, 11/05/1857, " A number of streets have been graded and otherwise improved; particularly [High Street] from the Ferry to the Lutheran Church, near the confines of Bolivar." On Fillmore Street, Camp Hill, "...hollows have been filled, hills have been removed and the feet of pedestrians now tread this new made street... ."

105 The information pertaining to the movement of troops for both the Union and the Confederacy is primarily adapted from "Basic Data" Harpers Ferry National Historical Park, June 1978, Denver Service Center, HFNHP manuscript. There are many excellent primary sources for information on Harpers Ferry during the Civil War. See Joseph Barry, *Strange Story of Harpers Ferry*; James E. Taylor, *The James E. Taylor Sketchbook;* Annie P. Marmion, *Under Fire*, HFB 206, HFNHP brochure collection.

106 Snell, "Business Enterprises," pp. 131-134, 172-176; and Joseph Barry, *Strange Story of Harpers Ferry*, pp. 96-144.

107 According to Annie P. Marmion in *Under Fire*, p. 4, the town's population of 2,500 was "speedily" reduced to less than 20 families.

108 Annie P. Marmion, *Under Fire*, p. 6. Typical of wartime events was the invitation of Abraham Herr, in October 1861, to the Union forces to supply their troops with the grain from his flour mill on Virginius Island. A Confederate raiding party retaliated by burning Herr's mill.

109 The Ferry Lot fire occurred on February 7, 1862. See also Joseph Barry's account of the events in *Strange Story of Harpers Ferry*, pp.119-121.

110 Hungerford, *The Story of the Baltimore and Ohio Railroad*, pp. 20-25; and Stinson, "The First Railroad Bridge at Harpers Ferry," pp. 26-48.

111 National Park Service, John Brown's Raid, p. 61.

112 Nathaniel Hawthorne, "Chiefly about War Matters," in *Tales Sketches, And Other Papers* (Boston and New York: Houghton, Mifflin and Co., Riverside Press, 1888), pp.324-328.

113 One of the families that remained in Harpers Ferry throughout the war was that of Dr. Nicholas Marmion. Since the 1840s Marmion had owned the three structures built next to the original stone Harper tavern; the Marmions lived in the first, which they called Marmion Hall; they rented out the other two as tenements. Their long history in Harpers Ferry spans from the middle of the nineteenth century to the middle of the twentieth. Reminiscences of family members and the Hall-Marmion letters frequently provide information about Lower Town and about life centered in the unique residential complex on the hillside. These resources can be used to further analyze and formulate an understanding of old Harpers Ferry.

Family anecdotes from the Civil War give particular details about the Harper house complex. At one time the Marmions packed a few valued articles of furniture in a nearby cave with the hope that their valuables would escape observation until after the war. Possibly these were the underground rooms located behind the first terrace wall in the Harper yard. Among the items were "the Mahogany dining tables" which were forever marred by "the mildew from the cave." During the bombardment of Harpers Ferry, the Marmion residence reputedly escaped sharpshooters' rifle fire and cannon ball shells aimed at the top of the ridge from across the river. The strong stone walls of the original building erected by Robert Harper repelled the efforts of the sharpshooters, while the middle ground location of the entire structure protected the residents from the arc of the cannon balls. The garden wall and a dormer window, however, were damaged. The narrow space of the Public Walk also sheltered the occupants from the bombardment when they sought fresh air and release from wartime confinement. What probably provided greater security was the "large cellar" with a "colonial fireplace." Shortages of basic supplies were often resolved with ingenuity. To collect rain water for cooking, a large hogshead was strategically placed outside just opposite the narrow street. Drinking water was difficult to obtain; the springs and pumps were a distance from the house and by fetching some one would risk the fire of the sharpshooters. The nearest well, in front of the doctor's office, at the north end of the Public Walk, had been fouled by soldiers emptying into it drugs, medical instruments, books, valuable papers and, from the carriage house, straps and pieces of harness. For many years after, the well was considered unsafe to use. Taken from Annie P. Marmion, *Under Fire.*

114 See Perry G. Fisher, Patricia Chickering and Michael Jenkins, "Historic Structures Report, Package 116, History Section, 1865-1952," HFNHP manuscript, p. 65; A. Waud, "General Stevenson's Headquarters," a copy of a sketch, HF 224, HFNHP photograph collection; HF 18, HFNHP photograph collection. James E. Taylor's sketch of the arsenal yard refers to these same structures as "shanty restaurants," in *The James E. Taylor Sketchbook*, p.580.

115 At some time during the war, Union soldiers removed the bell from

the cupola of the fire engine house to take north as a souvenir. W. Lewis Barlow Iv, "Historic Structure Report, John Brown's Fort, Architectural Data," HFNHP manuscript, p.51.

116 The official explanation for the actions of the soldiers was that they were dismantling government buildings to appropriate the materials for constructing temporary huts. See Ramsay to Brig. Gen A.B. Dyer, Chief of Ordnance, 7/27/1865, HFNHP collection, photo copy, map drawer 10, excerpted in Charles W. Snell, "Historic Building Report, Part II, Historic Data Section, Bldgs. No. 36 And 36A," HFNHP manuscript, p. 27.

117 Snell, "Business Enterprises," pp. 38-66.

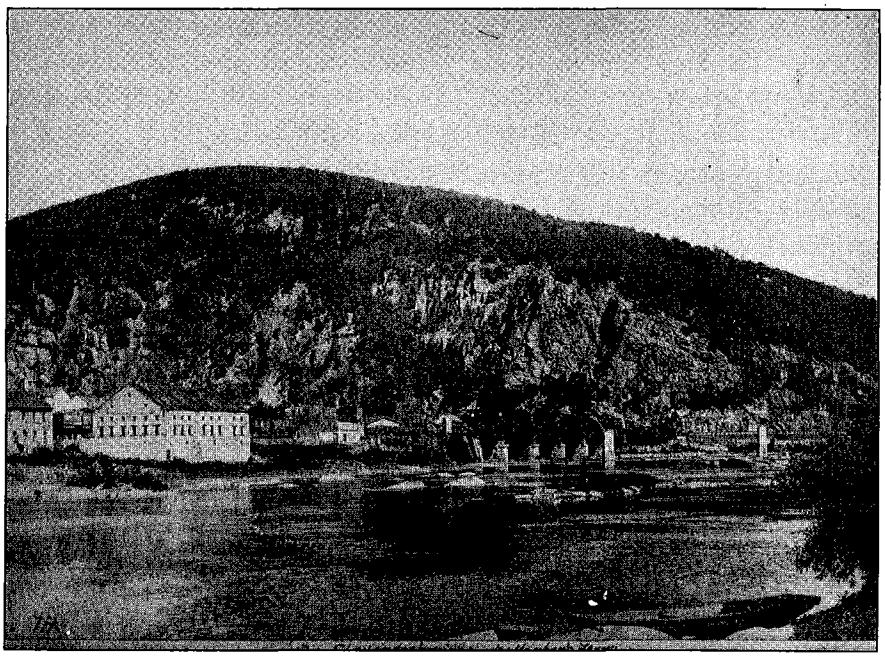
118 See HF 01, 02, HFNHP photograph collection, showing troops encamped on Camp Hill; HF 61, HFNHP, photograph collection, barren hills above Lower Town, ca.1865; and William MacLeod, "Maryland Heights: The Siege of Harpers Ferry, 1863," collection of the Corcoran Gallery of Art, Washington, D.C., reprint (Washington, D.C. Museum Press, Inc. for the Harpers Ferry Historical Association).

119 See George H. Hall to Mary Hall, 4/4/62 in Fairbairn, "Hall/ Marmion Letters." George Hall and Mary Hall were a son and a daughter of John Hall. At the time of this letter, Mary Hall was residing with her sister Lydia Hall Marmion, wife of the town doctor, Nicholas Marmion, in the middle section of the Harper house complex, or Marmion Hall. George Hall was residing in Platte City, Missouri.

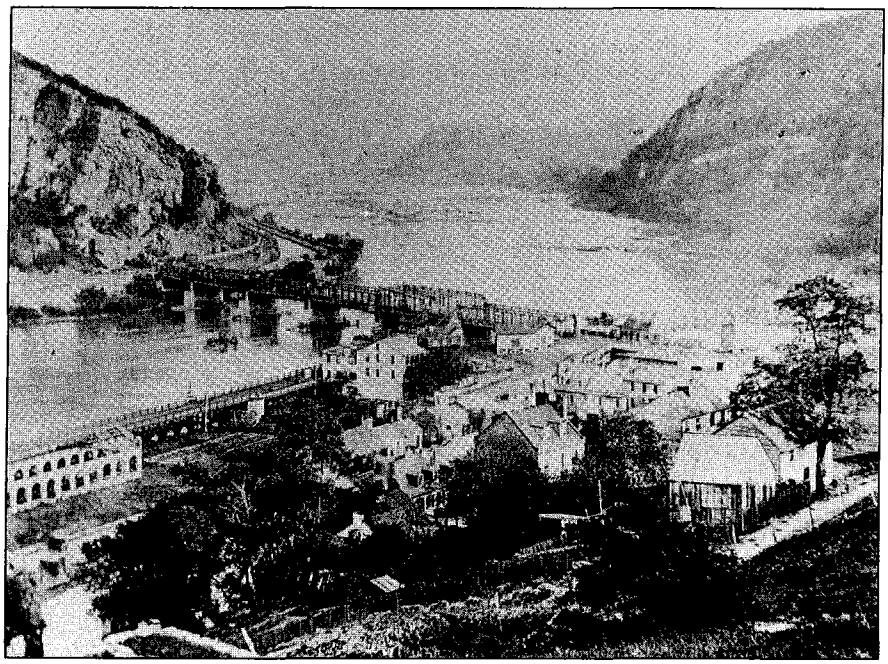
1865-1900

RECONSTRUCTION AND COMMERCE

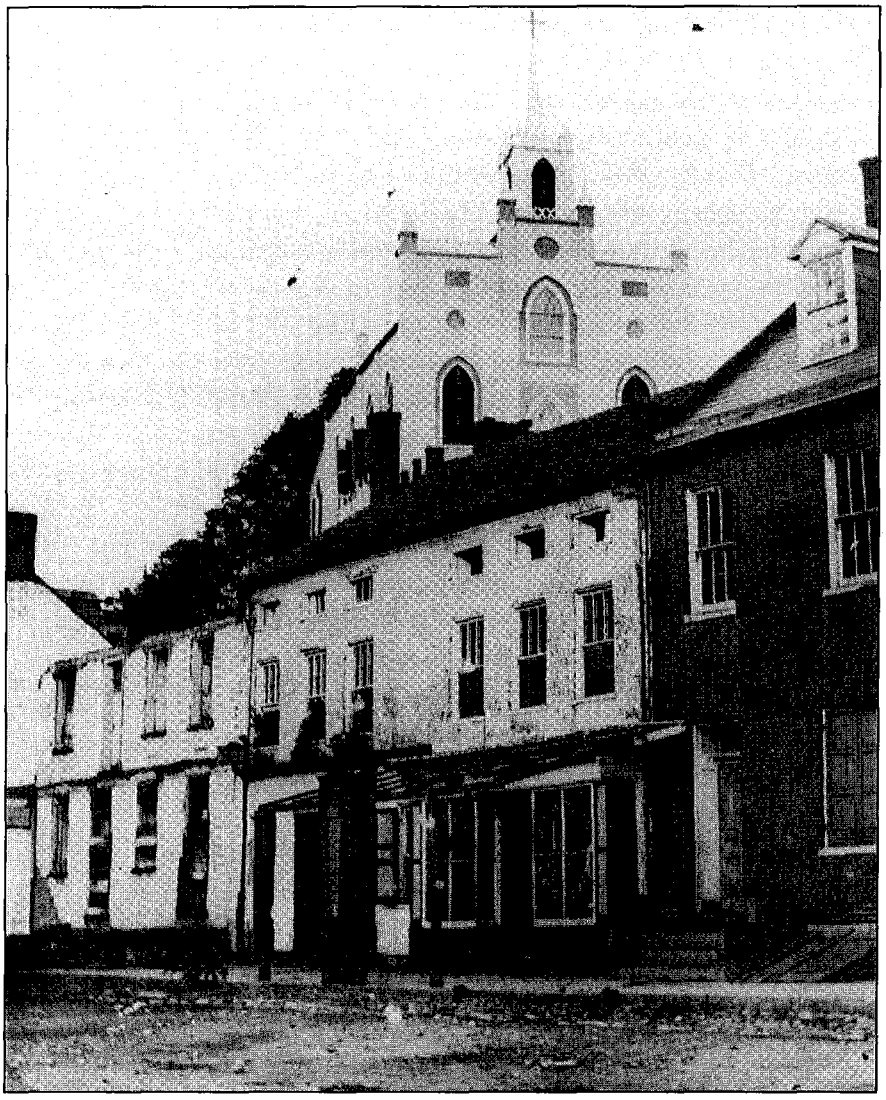
But while the region presents such features of beauty and grandeur the town is the reverse of agreeable... . Freshets tear down the centre of the streets, and the dreary hill-sides present only ragged growth of weeds. The town itself lies half in ruins.[1]



View of Lower Town from the Shenandoah River. Maryland Heights in background ca 1890. Photo file, HF 231.



View of Lower Town, looking down the Potomac River, 1880s. Photo file, HF 97.



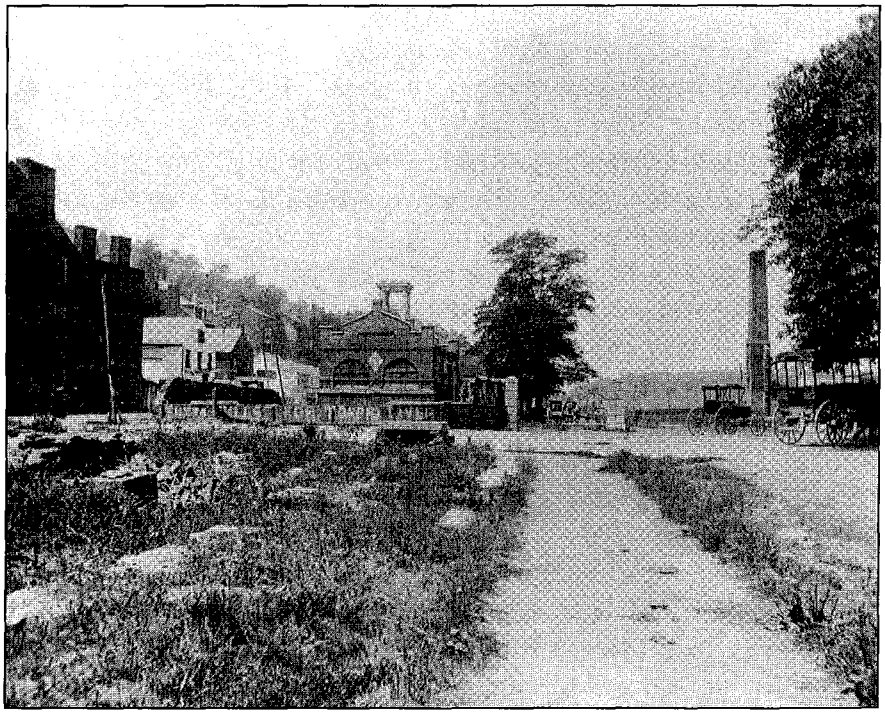
Buildings along Shenendoah Street after the war, 1865. Photo file, HF 35.

After the war the federal government retained holdings in Harpers Ferry for an ordnance depot, for arms storage, and for preservation of munitions. The buildings remaining on the government land after the war included 25 dwellings, a powder magazine, a public stable, an arms repair shop, nine storerooms, and the ruins of former workshops. Eighteen of the residences were in fair condition, the others in "bad order."[2] In spite of these rather extensive holdings, the government decided to abandon its armory site in Harpers Ferry. This decision coincided with a general shift in the government's focus to the rapidly developing territories west of the Mississippi River. Shortly after the war the government sold its holdings in Harpers Ferry, and proceeds from the sale of all government property and privileges at Harpers Ferry were targeted to support the construction of an "armory in the west."[3]

A public auction to divest the federal government of its remaining holdings in Harpers Ferry was held in 1869. The water rights to both rivers, the timber rights to Loudoun Heights, the Shenandoah ferry rights, and the two armory tracts were included as part of the sale. The easy terms of the sale induced many residents to buy land. Although govern-

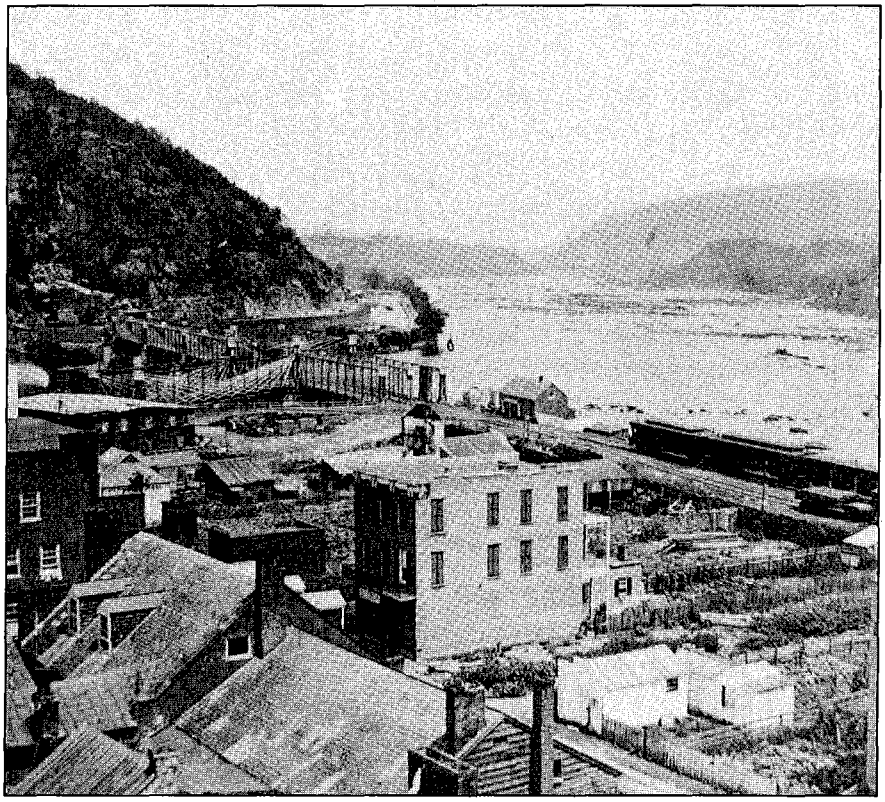
ment credit was available, the transfer of deed did not occur until transactions were paid for in full.[4] Most of the armory dwellings and the other small lots were purchased by the townspeople, a total of 245 lots with 22 dwellings on them.[5] Many paid overinflated prices for their properties because of the interest of speculator and entrepreneur F.C. Adams. Adams purchased the major portions of the government holdings, but he did so with the intention of challenging the B&O Railroad over the legal basis of its established route through the federal property. Adams clearly misled the residents and the government. Although he indicated otherwise, he had no plans to develop the former gun factories for industry, only plans to win a large court settlement from the B&O. The former armory site was also of interest to the railroad, which wanted to improve and to expand its right-of-way across the former musket factory yard. The company hoped to realign its main line closer to the cliffs, away from the river wall. Prior to the sale, the railroad had made some minor adjustments in the route and tracks, which adversely affected the operation of the armory canal. These actions rendered the rights to the waterpower useless and less desirable for purchase.[6] Ultimately, the post-war development of the armory was held in limbo for several years, while the legal ownership of the site was determined by the federal courts.[7]

At the end of the decade, when the preparations for the sale were underway and before Adam's duplicity was discovered, the prospect of new enterprise and renewed prosperity inspired the community. The lots and remaining buildings in the old commercial area of Lower Town were the first to be developed and renovated. Along Shenandoah and High streets, entrepreneurs named Quinn, Decaulne, Ames, Conway, and Walsh constructed six "fine" buildings, establishing stores on the first level and residences above. Extensive renovations were also undertaken on both the



Lower end of Potomac Street across from old armory gate, ca 1890. Photo file, HF 569.

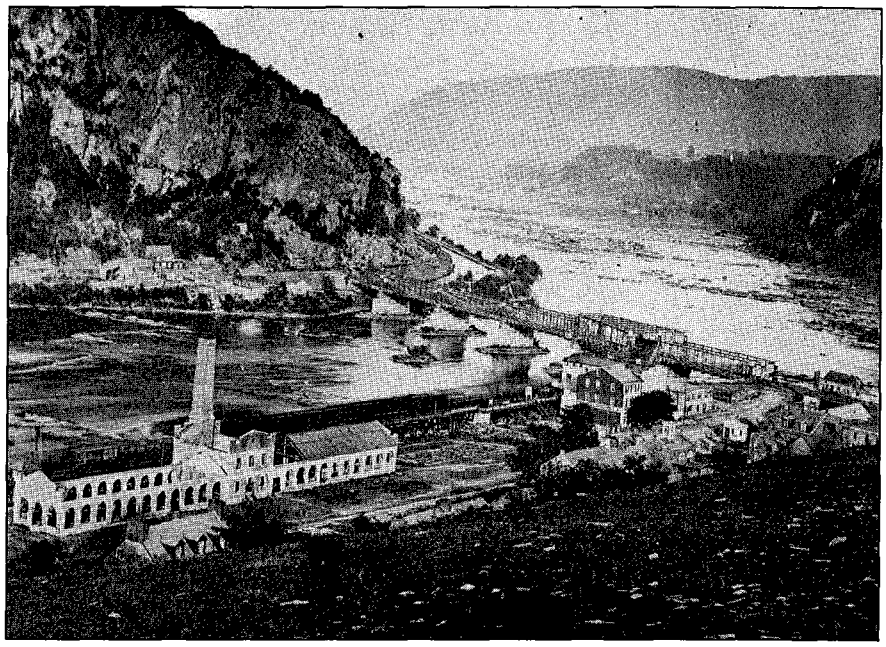
old and new master armorer houses. The former was purchased in the 1869 sale by James McGraw who modified the structure to serve as a general store on the street level with a residence on the second floor. The other master armorer house was used as a combination school, post office, town hall, jail, office building, and tenement with a garden on the eastern side. Interior changes were made as required.[8] While these developments represented an attempt to revitalize the former commercial area, undeveloped areas, such as the west side of lower Potomac Street opposite the armory gate, remained in rubble and weeds for many years.[9] On the site



Former arsenal yard and Conway's store, ca 1878. Photo file, HF 678.

of the former arsenal yard only one business and a few additional frame structures, sheds, fences, and gardens were erected on lots delineated by the government. One building was Conway's "good brick store and dwelling house."[10] New "cottages" were constructed, however, above High Street, and renovations of existing residences were undertaken by McGraw, Beal, Fitzpatrick, Breedy, Colgate, Luke, and Barry.[11] On Virginius Island, Herr sold his holdings to Child and McCreight of Springfield, Ohio, who refitted the old cotton mill for flour production and established the Harpers Ferry Mill Company.[12]

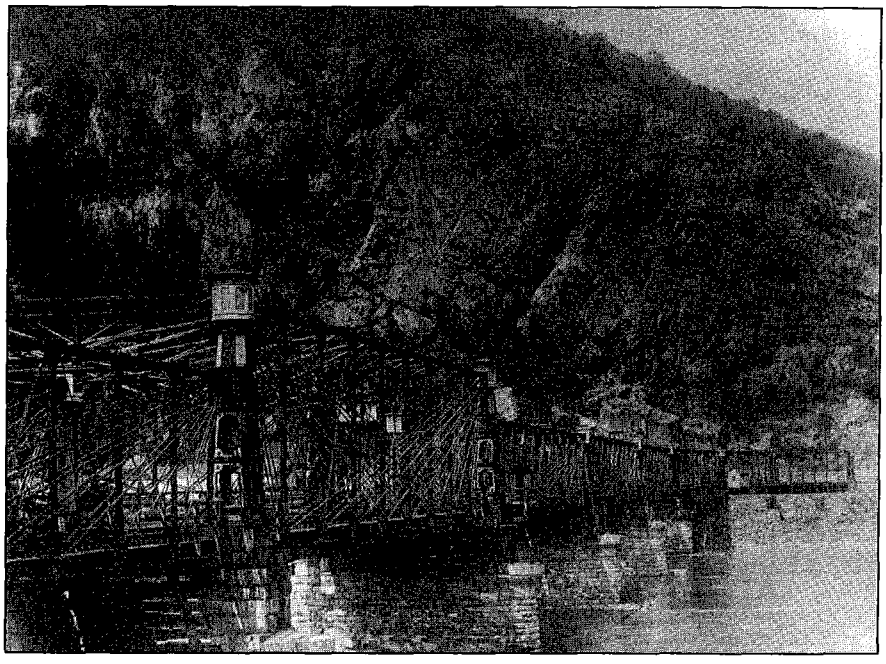
All these individual attempts at revitalization were the beginning of the commercial streetscape that would eventually line both sides of Shenandoah and High streets. Physically unconnected yet related to the physical and economic revitalization was a cluster of three buildings constructed in the last year of the war on the old Ferry Lot near the railroad bridge. At various times a hotel, a store, and a warehouse



View of the Ferry Lot, showing the cluster of three new buildings constructed in the last year of the war, ca 1870. Photo file, HF 45.

occupied this site. These buildings represented, along with other isolated structures associated with the railroad, industrial features in Lower Town that survived the extensive destruction of the war.[13]

During the 1870s commercial activity in Lower Town centered on the exchange of cash or produce for "provisions, fish and liquors."[14] Hardware, groceries, ice, and coal were among many of the items for sale. Businesses eager to enhance the physical environment for the sale goods made short-term improvements to their property. Several merchants and residents added ornamental railings, stone paving, fencing, and planted street trees in the old arsenal yard and in front of the former master armorer's residences.[15]



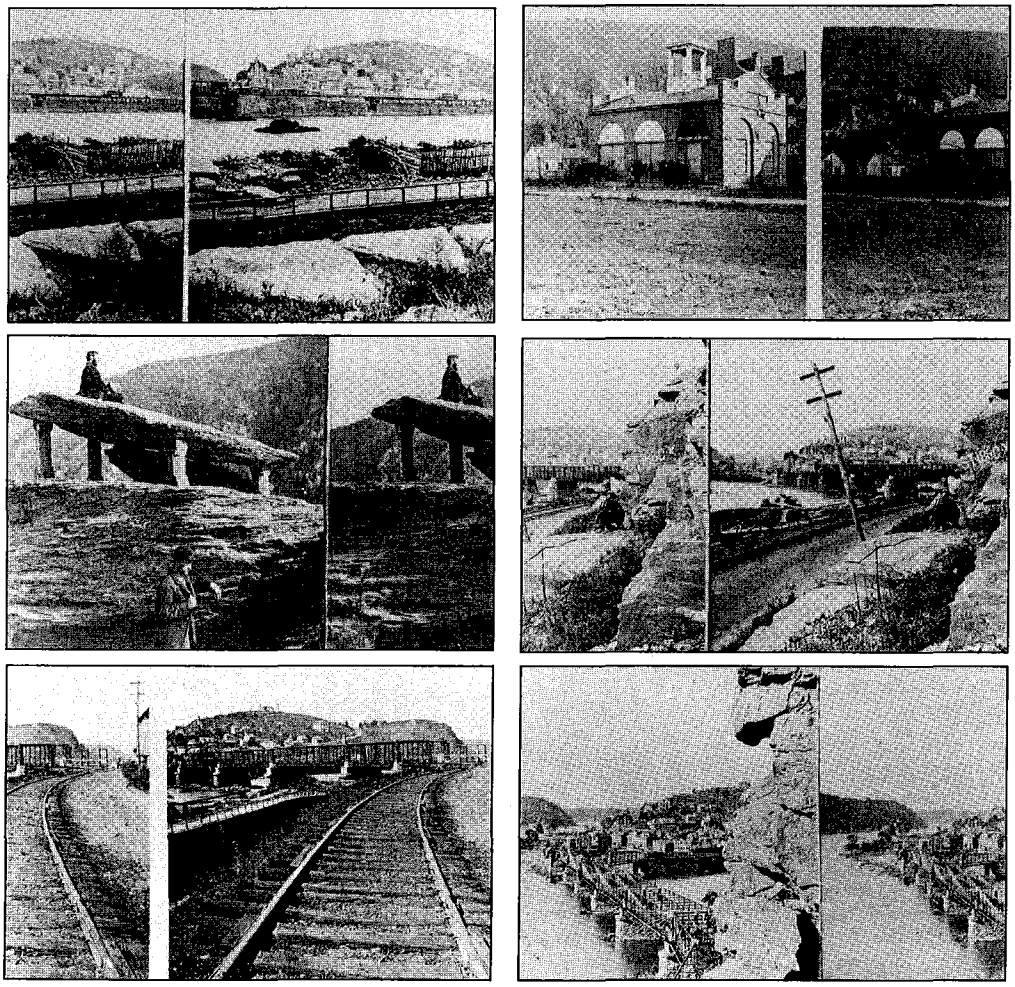
The Bollman Bridge ca 1880 Photo file, HF 649.

Along the Potomac River, the B&O Railroad attempted to improve the physical connection of the bridge and the awkward turn of track at the junction on the Ferry Lot:

> *The R.R. Co. is about completing the purchase of the Wager lots near the Bridge, and will run their Road up Hog Alley. It will make quite a difference in appearances... .*[16]

Between 1868 and 1870 the remaining temporary wooden spans on the Bollman Bridge were removed and the entire span was trussed in iron, or "Bollmanized," creating a "costly and graceful bridge" connection spanning the Potomac.[17] Across the new iron structure trains rumbled into town, discharging passengers at the new depot, or unloading freight at the siding with noise and commotion that regularly interrupted the quiet of the community.

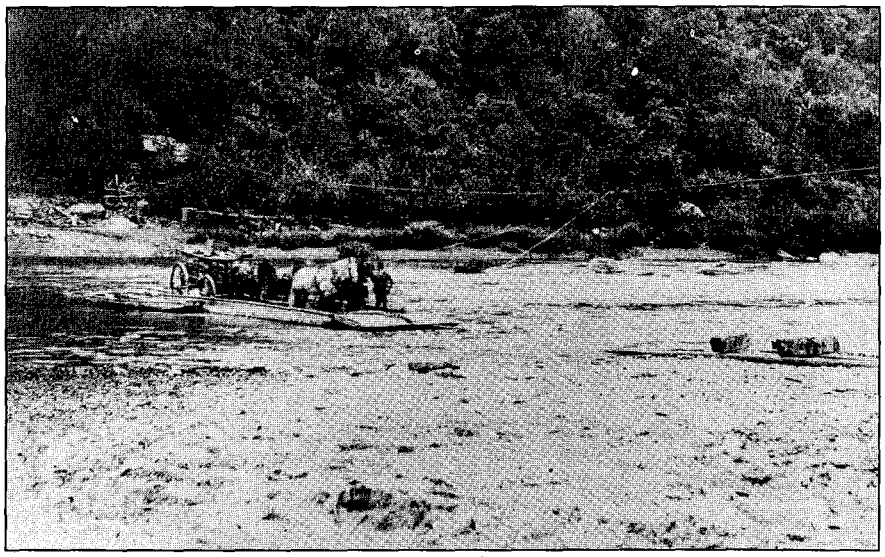
During the 1870s and 1880s, as the B&O expanded its connections with Wheeling, Pittsburgh and points farther west, the company



Stereographic views were popular throughout the period as a way to promote the picturesque landscape of Harpers Ferry. Photo file, HF 677, 680, 681, 682, 683, 684.

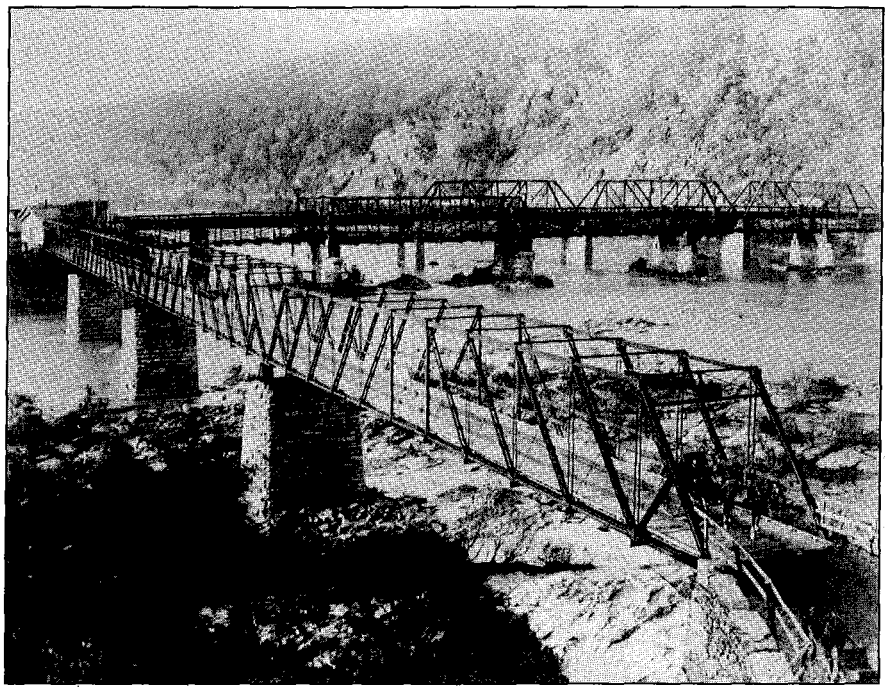
also improved passenger service and increased efforts to attract tourists to rail travel. The railroad built additional sleeping and parlor cars as well as new hotels along their route to accommodate the increasing number of people using the line.[18] Through railroad advertisements that encouraged tourist travel and through the general popularity of stereo-

graphic views, the splendors of the Potomac River were widely promoted.[19] Boosting recreation in Harpers Ferry, the B&O developed an amusement park on Byrnes Island in the Potomac River.[20] Across the river, as counterpoint to the commotion of railroad activity, boats along the C&O canal resumed their quiet journey toward Washington, or their more strenuous haul toward the west. The largest amounts of coal, wheat, flour, lumber, and corn were shipped as cargo through the locks opposite Lower Town in 1875, marking the height of canal operations.



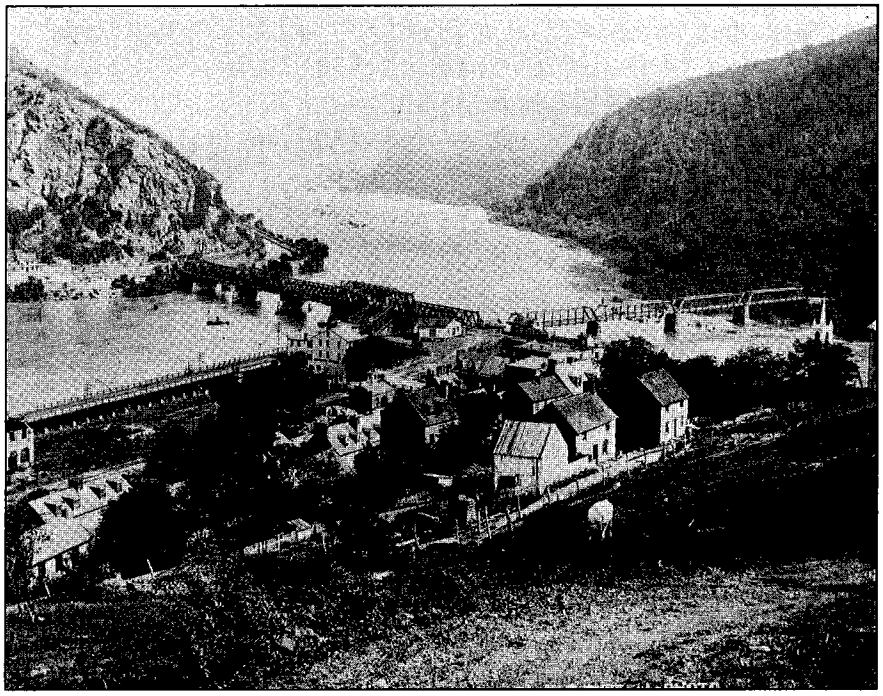
Rope ferry used to transport people and goods across the Shenandoah, ca 1876-81. Photo file HF 232.

In 1882 a new wagon bridge was constructed across the Shenandoah River replacing a rope ferry that had been in operation since 1861 (after the earlier bridge had been destroyed by Confederate troops). While the ferry landing was located near the end of Bridge Street, the



Bridge across the Shenandoah River ca 1894. Photo file, HF 1398.

new bridge joined Lower Town a few hundred yards down-river at the junction of the B&0 and the W&P rail lines. Once the new bridge was opened, the intersection of the Bollman Bridge, the Shenandoah Bridge,



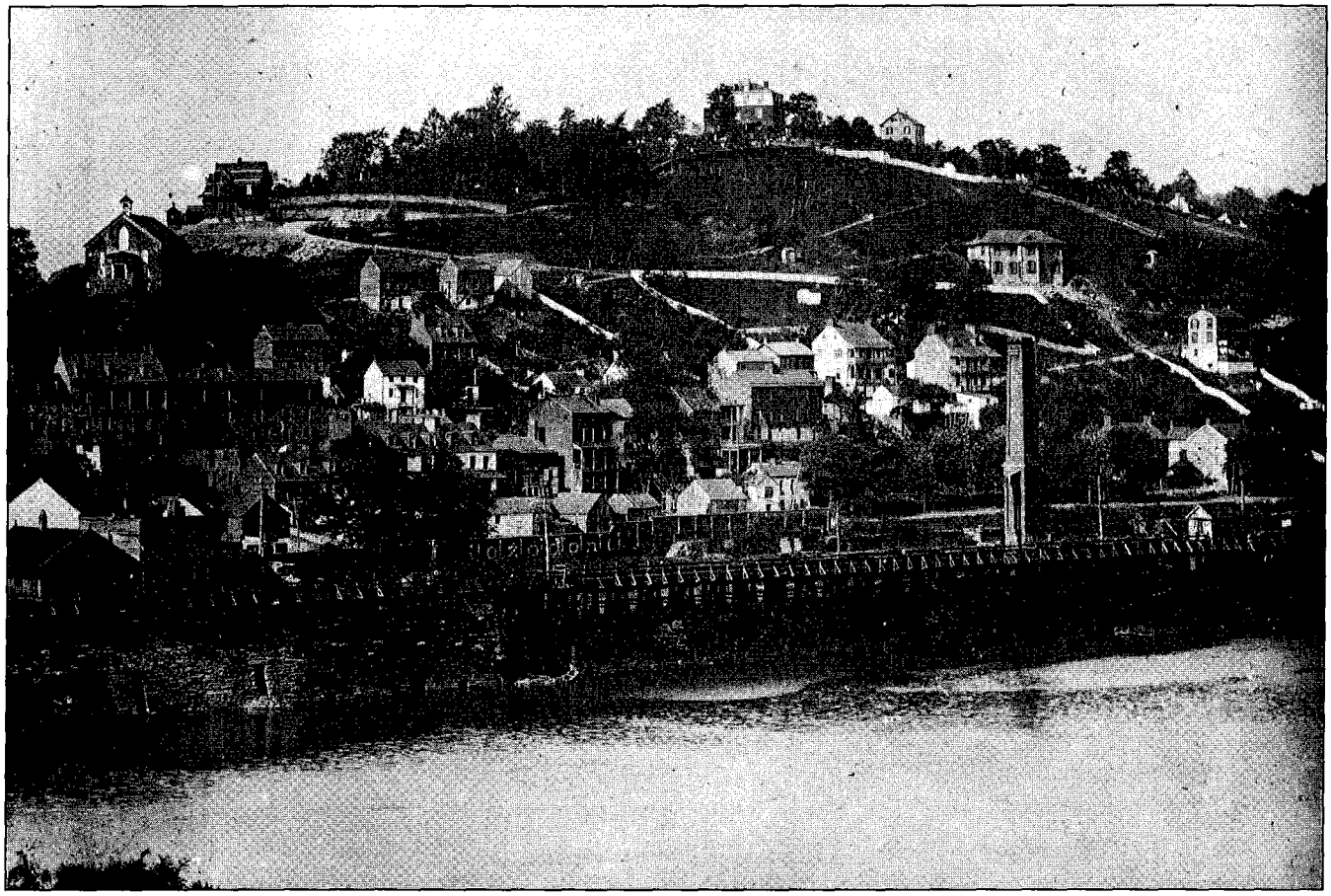
View of Lower Town showing intersection of the B&O, W&P and the Shenandoah bridge, ca 1886. Photo file, HF 203.

Looking up High Street from Shenandoah Street showing dramatic grade changes along left curb, 1889. Photo file, HF 787.



and the track of the B&O and the W&P on the old Ferry Lot formed an elaborate configuration of right angles and curves that necessitated expanding the sloping change in street grade between the old armory gate and the river.[21] This change in grade connected with other grade changes made at the intersection of High Street and Shenandoah Street, where a "ledged" drop of several inches had to be negotiated before ascending to High Street from Shenandoah.[22]

In 1869, the United States also consolidated its property above Lower Town and donated land and several large residential structures to the newly established Storer College. One of the effects of this action was that little new commercial or private enterprise could occur on the west side of Camp Hill.[23] As before, available land was at a premium, regardless of whether Robert Harper, the federal government, the Wagers, or Storer College controlled the most advantageous parcels of buildable land.[24]



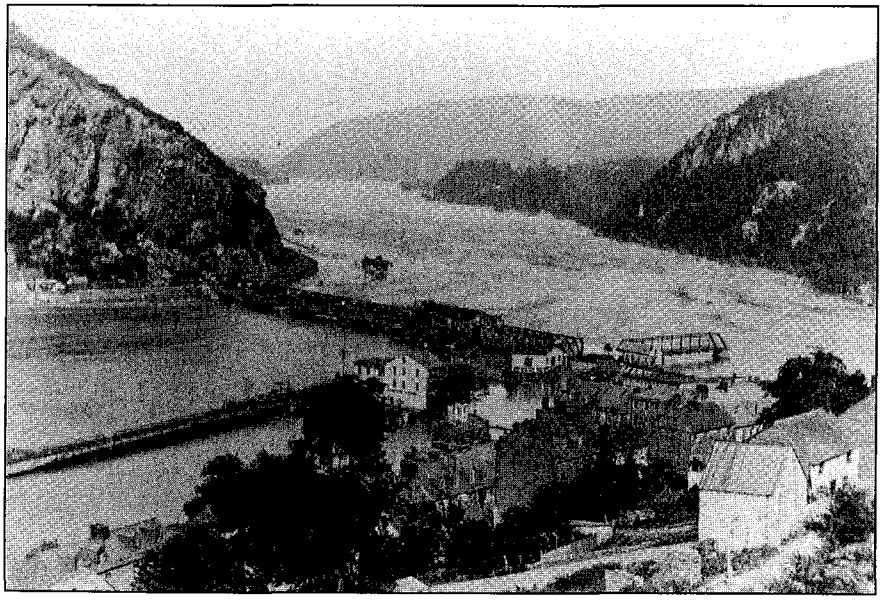
View of Camp Hill from Maryland side of Potomac, ca 1890. Photo file, HF 1155.

Although the prospect of an economic boom excited the community after the war, prosperity failed to materialize. A fast-moving Shenandoah flood, cresting at 30 feet above flood stage, inundated Lower Town on September 30, 1870. Flood damages, which added further to the lingering effects of the Civil War occupation, dealt the town a devastating blow. This flood was the first in a series of inunda-

tions that surged through Lower Town in the last decades of the century. In the 1870 flood the W&P trestle was rocked on its footings by the surging high water, and several outbuildings were lifted off their foundations and carried to new locations, requiring them to be returned to their yards and rebuilt. The floods were particularly destructive because vegetation and timber in the Shenandoah Valley had been cut down or burned during the war, and as a result, topsoil and other debris were carried through the town during each flood. When the inundating waters subsided, accumulated "mud" and "drift" had damaged the first floor and cellars of most of the structures on Shenandoah Street.[25] During the 1870 flood Jefferson Rock was one spot where the curious could safely watch the raging Shenandoah. Another was St. Peter's Roman Catholic Church, at a height above flood line:

> *The very streets were in many places ploughed up, as it were, and chasms many feet in depth were made in the road bed. Every house on the south side of the street, from the market house to the Island of Virginius was either entirely destroyed or badly injured... . Some seventy houses in all were either entirely demolished or rendered uninhabitable...in many instances, the very foundations obliterated.* [26]

The November 1877 flood in the Potomac closed the old Shenandoah canal for good and caused serious damage to the C&O Canal. "...[T]that important channel of business" never fully recovered and more or less caused the depressed condition of the surrounding countryside. There was also a May 1889 flood, when both rivers rose to an official high water mark of 36 feet, causing the Shenandoah Bridge to be lifted off its piers, and the former Child and McCreight Flour Mill on Virginius Island to be damaged beyond repair.[27] Ironically, a drought also existed when obtaining water for drinking and household use was of constant concern for Harpers Ferry.[28] As one solution, many residential



The 1889 flood inundated Lower Town and damaged both bridges, 1889. Photo file, HF 615.



1889 flood damage along Shenandoah Street, looking west, 1889. Photo file, HF 82.

and public buildings were outfitted with connecting downspouts for the collection of rainwater from roof tops into barrels or "hogsheads." While the old town hand pumps were for general use, the prominent wind-powered pump at the rear of the Conner Hotel on Shenandoah Street met the water requirements of that commercial establishment. Individuals also purchased pure water from distant springs.[29] Unfortunately for Lower Town, the need for an adequate public water supply, one that satisfied concerns for safety and health, was not addressed until the early part of the twentieth century. Until that time the community relied on the town pumps, rainwater collection, and private springs and wells.

For the visitor traveling in search of the picturesque and romantic village of Harpers Ferry, the town of the 1870s was

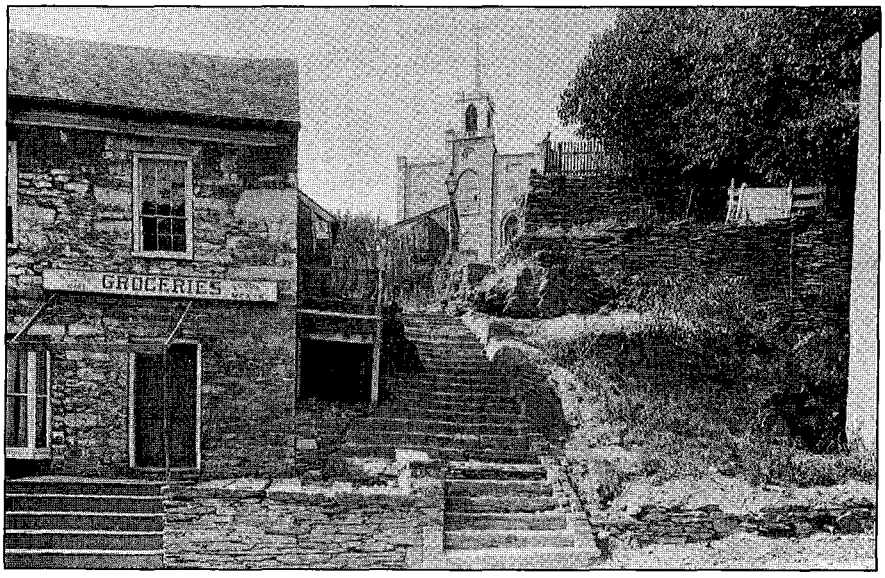
> *still more sleepy and dilapidated than its normal condition. The recent war stunned it. Then came the disastrous flood of 1870, in the Shenandoah. Pass where you will, there are evidences of the desolation left behind by these two occurrences. And the people of the Ferry have very naturally lost heart.*[30]



John Brown's Fort in old armory grounds 1886. Photo file, HF 784.



View looking down High Street. Pubic walk to the right 1873. Photo file HF 33.

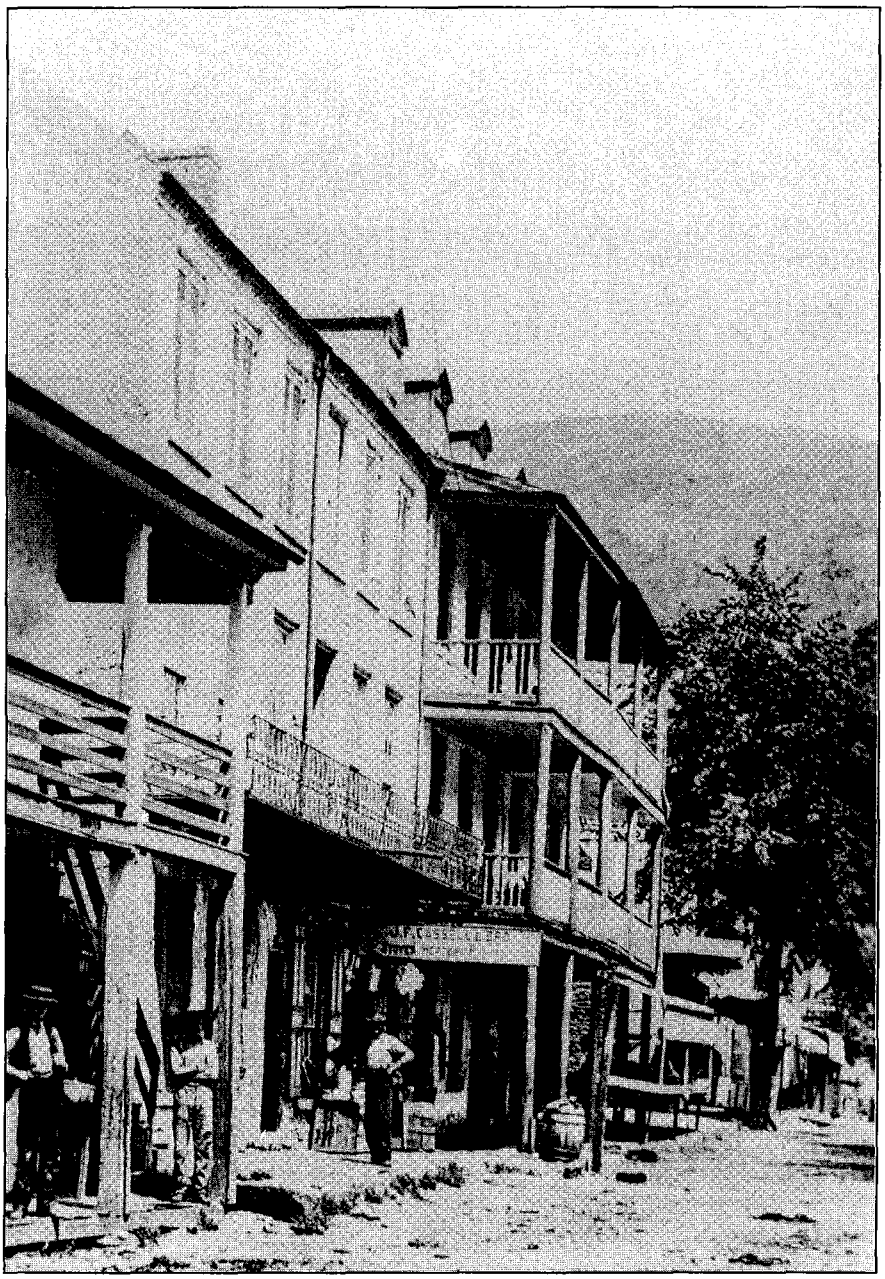


Stone steps, ca 1885. Photo file HF 359.

This same tourist, however, continued to be captivated by the view of the river gorge, the cragginess of Profile Rock, Jefferson Rock, and the numerous views to be gathered from the heights surrounding the town. Added to the sublime qualities of these landmarks were postwar landmarks that carried their own significant messages: the endurance of the Harper house, the historical setting for John Brown's raid, the ruined shell of the armory workshops, and the old stone fort, and the encampments discovered on the climb to Maryland Heights.[31]

Because F. C. Adams' effort to collect a financial settlement from the B&O railroad failed, Adams withheld his payment to the United States for the armory site and the water rights. After a long period of litigation, in 1876 the ownership reverted to the federal government. In the interim the government holdings on both the Shenandoah and the Potomac had been allowed to decay to the point that they "presented a sublime ruin." Large quantities of reusable building materials lay about the former factory sites and although the machinery remained in good condition, their "immense capabilities" were diminished in value.[32] Townspeople who had purchased properties in the 1869 sale petitioned for their original purchases to be devalued, since the prices paid at that time were based on Adams' promises to develop a new industrial enterprise in Harpers Ferry. The individual petitions accounting for all improvements made to the individual properties, and the abatement process itself, lasted several years. A second government sale was held in 1880. At this time, actual sales transpired and deeds were transferred. The 188O sale marked the beginning of significant commercial construction and rejuvenation in the town. With the two major floods of the 1870s behind them and private land ownership established, a second wave of economic optimism came over the community.

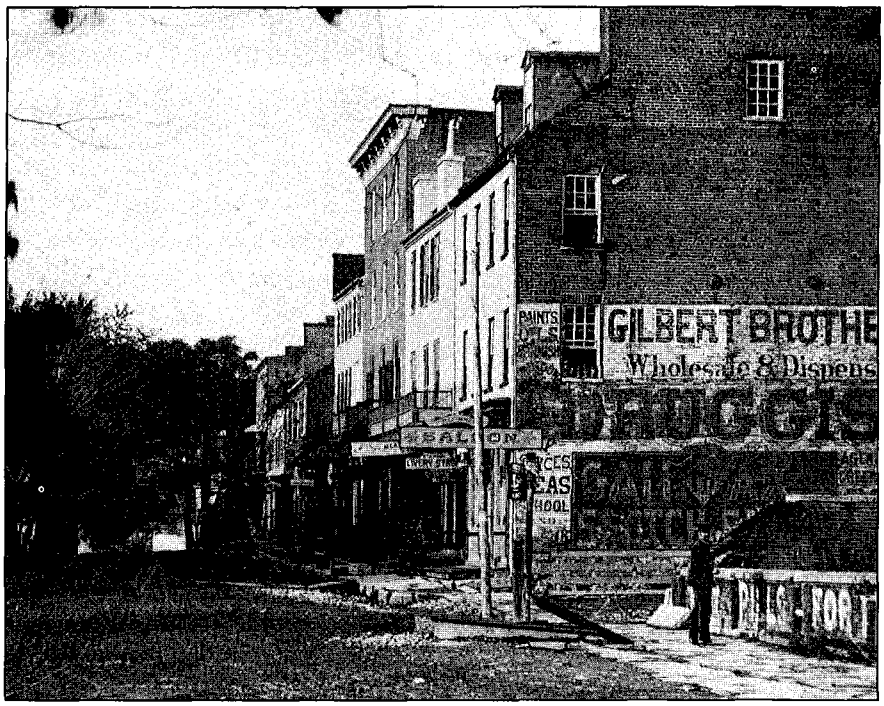
During the decade of the eighties, the south side of Shenandoah Street filled in with new structures creating a two-block corridor of commerce. These developments completed the commercial shift away from the old Ferry Lot and Potomac riverfront. James McGraw, Murtha Walsh, Thomas Beale, and Edward Tearney all constructed new establishments or significantly expanded existing structures. McGraw's new building, next to the old master armorer's house (which he had also altered), was located at the corner of Shenandoah and Market streets. Its unique architectural treatment, different from the traditional brick facades, was its "attractive brown sandstone finish."[33] McGraw was one entrepreneur who retrieved construction materials from the remaining war rubble and incorporated them into his renovations. The "superb" window and door sills in the new store and residence of sandstone finish were salvaged from the ruins of the rifle factory on Hall's Island.[34] The new master armorer's house ceased to be a multipurpose building after 1884 when Col. James Garland Hurst purchased it for a residence. The town offices moved to other locations and the post office moved next door to the McGraws' renovated building. Murtha Walsh's new brick store adjoined the earlier Conway building on the old arsenal yard. Beale's establishment was also on a former portion of the arsenal, at the



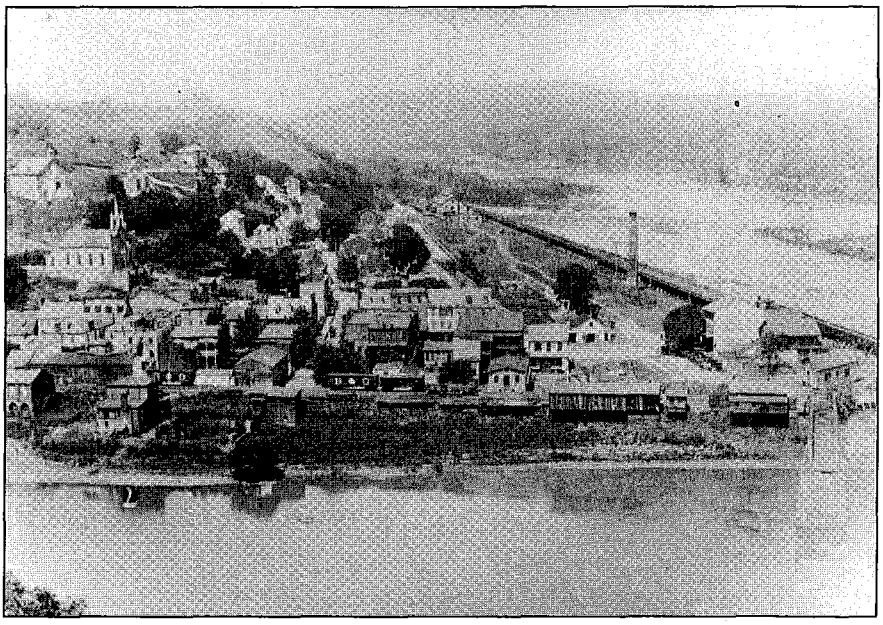
Shenandoah streetscape ca 1885. Photo file, HF 446.

corner of Shenandoah and High streets. In 1881, Tearney had renovated a building on the north side of Shenandoah and established a clothing store diagonally across from McGraw's.[35]

This era of economic expansion was further fueled by Thomas Savery's purchase in 1884 of the armory grounds, rifle factory site, and riparian land and water rights at government auction. In 1887, Savery organized the Shenandoah Pulp Company and built a mill for manufacturing wood pulp on the site of the old Shenandoah Canal on Virginius Island. In 1890, Savery directed his attention to his holdings on the Potomac shore. There he completed the Harpers Ferry Paper Mill by using the old rolling mill, armory dam, and armory canal at the northern end of the former musket factory yard. In 1891, Savery sold the former armory fire engine house— John Brown's Fort—to entrepreneurs who



Shenandoah streetscape looking west ca 1890. Photo file, HF 1154.



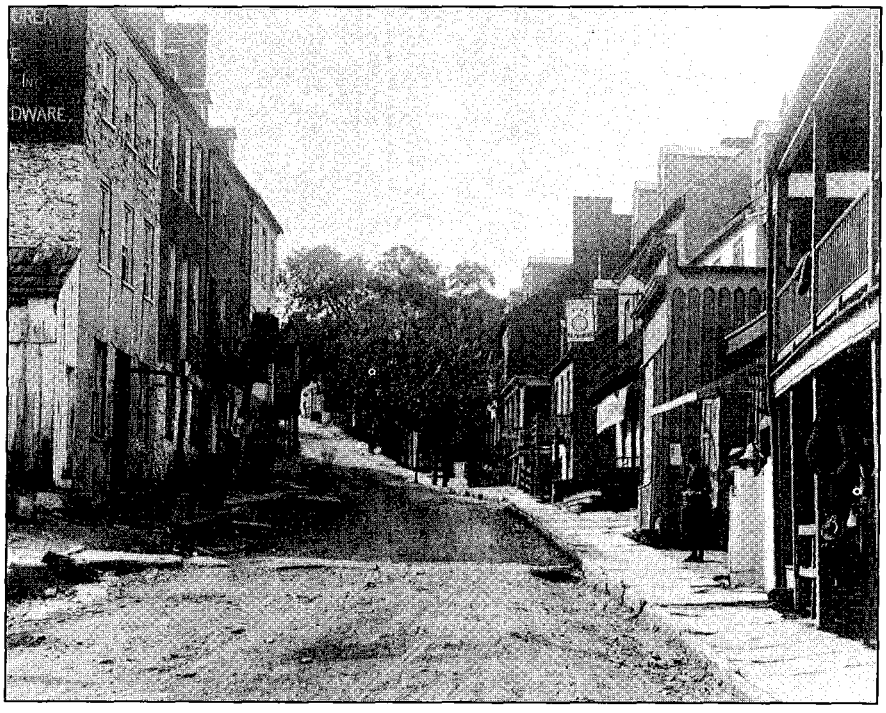
View of Lower Town from Loudoun Heights showing Camp Hill and Savery's papermill at the north end of the former musket factory grounds, ca 1889. Photo file, HF 614.

planned to exhibit it in the 1893 Chicago World Exposition. The historic structure was dismantled and removed from its original site, just inside the main gate. Subsequently, the B&O railroad purchased a new right of way from Savery across from the musket factory site.

The new master armorer's house was also part of the 1884 sale. As previously mentioned, the federal government sold the building on the south side of Shenandoah Street to Colonel Hurst, to be used as his residence. Hurst was a major landowner in Harpers Ferry, having title to several lots on Camp Hill and two in Lower Town itself. Within the next few years Hurst turned the former master armorer's dwelling into the "best and most elaborately finished and furnished house in Harpers

Ferry."[36] An ornate iron fence and gate separated the entrance from Shenandoah Street, and a "beautiful lawn, like green velvet," were among the exterior changes made to his house and grounds.[37] During the thirty years of residency in the "Double brick dwelling," on Shenandoah Street, Hurst served as a Jefferson County sheriff, a member of the volunteer fire department, a delegate to state conventions, and the West Virginia legislature. In 1884, the year that he purchased his residence, Hurst incorporated, along with others, the Harpers Ferry General Improvement Company. This booster organization was designed to "encourage manufacturing, community hygiene and beautification" and to "promote Harpers Ferry as a permanent place of residence and summer resort."[38]

Hurst and other boosters were involved with several large scale business ventures throughout Jefferson County in the last decade of the nineteenth century. Among those that directly affected Harpers Ferry and Lower Town was the incorporation of the Harpers Ferry and Loudoun Bridge Company in 1890. This firm erected a new toll span across the Shenandoah, replacing the wooden truss that had been swept away in the flood of 1889. Another important venture was James McGraw's bottling plant, which he established in 1888 behind his new store, at the rear of his Shenandoah and Market Street lot. Here, McGraw bottled beer that he received by rail from Milwaukee. Shortly thereafter, McGraw added to his earlier establishment, a combined store and post office, "thirty large rooms for hotel or boarding house purposes."[39] The Hotel Conner was also built during the same period. It was a large three-story frame structure with a mansard roof, located on the Arsenal block, capable of accommodating both tourists and boarders. Not only did the Hotel Conner have water supplied by its own wind-powered pump, but it also provided its patrons with an adjoining restaurant. Together, the hotel and



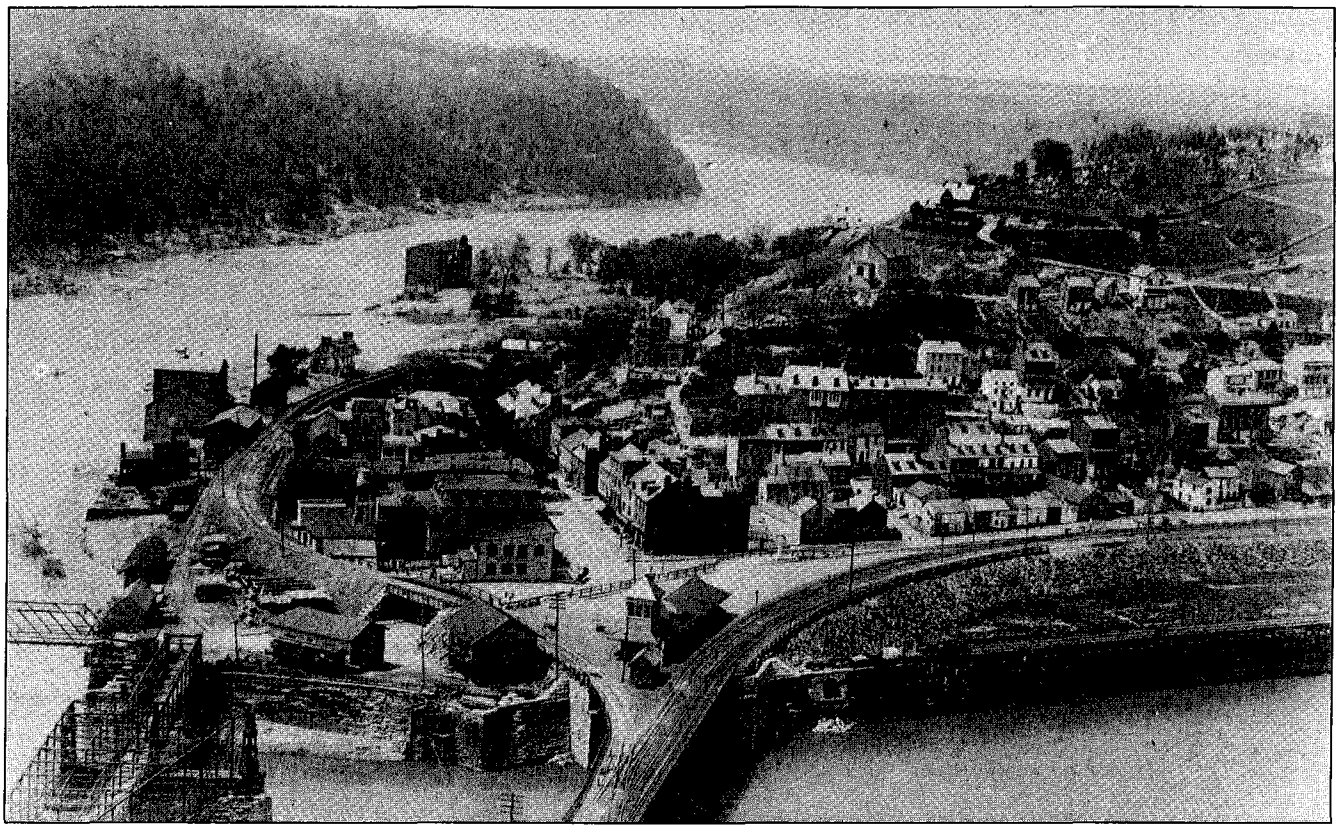
High Street streetscape ca 1886. Photo file, HF 770.

restaurant created an imposing presence at the intersection of Potomac and Shenandoah streets.[40]

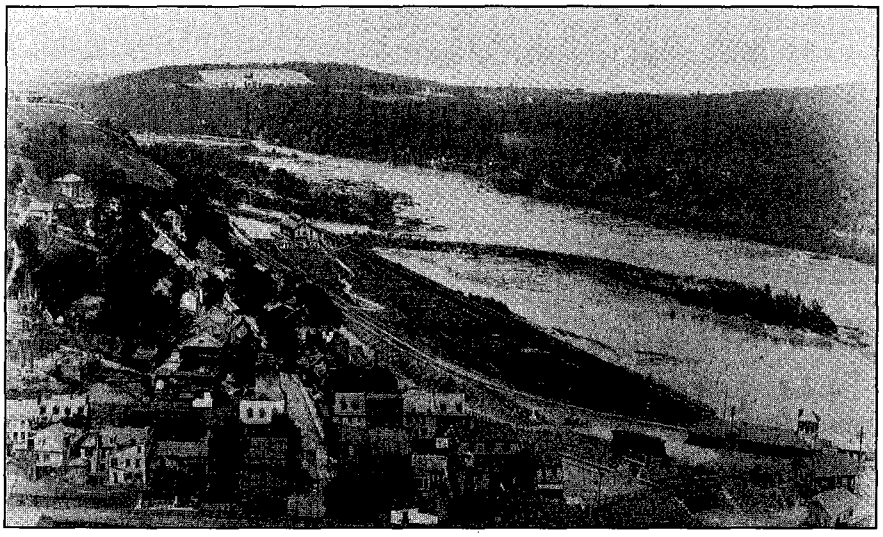
In the 1880s and 1890s the view up High Street from Lower Town revealed another block of commercial activity. On the east side the street facades of the stores, a jeweler, a dry goods store, etc., were staggered on shallow terraces on the slope of Camp Hill. On the west, the facades were more uniform and, because of the proximity of the stone ledge behind them, closer to the sidewalk. A variety of signs were used by shopkeepers to identify their respective businesses. A large tin coffee pot was perched on top of the signpost in front of the tinsmith. Across the way, the sign for Burton's jewelry store was comprised of a hanging shingle with a clock painted on it.[41] The original stone store (1803) which was enlarged in the 1840s and used in the last decades as a dwelling, was the oldest structure on the street. It continued to anchor the entrance to the stone steps on the south, while a double storefront reconstructed from an earlier commercial establishment was located to the north.[42]

THE RAILROAD AND TOURISM

In 1892 the B&O Railroad made a number of structural alterations that significantly modified the physical landscape of Lower Town. One major change occurred when the company cut a tunnel more than 800 feet in length through the Maryland heights to improve the mainline opposite Harpers Ferry. The railroad also erected a new bridge on stone piers that took advantage of the adjustments made on the Maryland shore

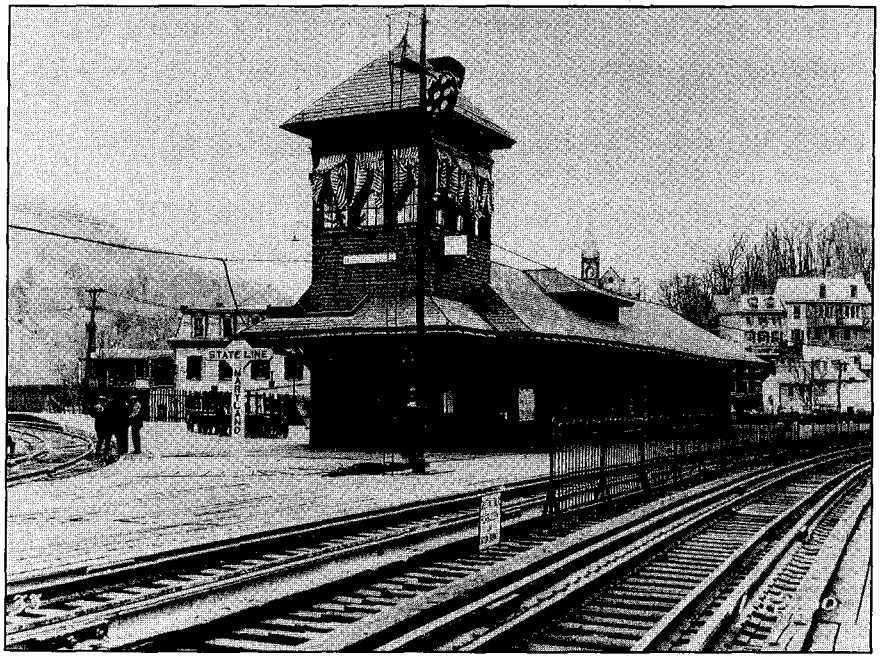


and crossed the Potomac northwest of the Bollman bridge. With the angle of approach altered, the course of the mainline through Lower Town was relocated from the iron trestle on the Potomac River wall to a curving rail bed that extended from the new bridge, across the former musket factory grounds, and continued along the West Virginia side of the Potomac River. In order to connect the new rail bed and bridge junction to the track on the Maryland side, the B&O constructed a 20-foot earthen embankment on the old factory site using rubble from the



Realignment of tracks and construction of the earthen embankment significantly altered the landscape of Lower Town, ca 1896. Photo file, HF 92.

tunnel excavation. The embankment buried the southern end of the armory grounds and concealed the foundations of several work buildings, the engine house, the entry gate, and the wall. Two large granite block walls were constructed at right angles to each other on the Shenandoah Street side of the embankment. Incorporated into the wall was the open-



1892 B & O Railroad depot at the junction of the Potomac & Shenandoah rivers, ca 1930. Photo file, HF 297.

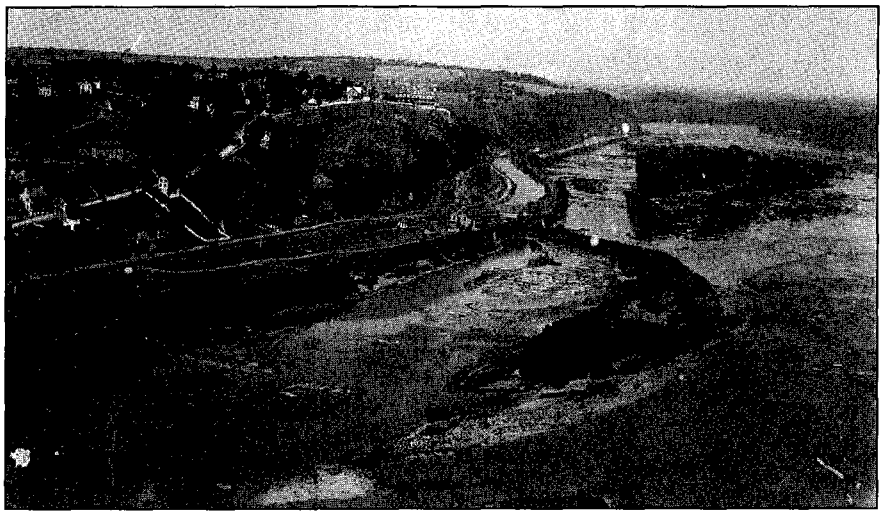
ing for an eight-foot arched culvert, engineered to function as a drainage outlet for periods of high water on Shenandoah and Potomac streets. The design for the wall also included a long flight of granite block steps connecting the platform area on the top of the embankment to the street below.[43] The large open platform, located within the curve of the new track alignment, was planked with wood and edged with concrete paving and stone curbs. A depot building and station house reputedly designed by the B&O Architect, Francis Baldwin, were located on the platform as the focus of the site as well as the eastern end of Shenandoah Street. The improved rail service was ready for operation in 1894.[44]

The realignment of the B&O changed the shape of the shoreline dramatically.

> *In consequence, the appearance of the place is greatly changed and not for the better, but happen what may, the eternal mountains will remain, clothed with the verdure of spring and summer, the purple and gold of autumn, or the snowy mantle of winter, according to the season.*[45]

The Valley Line (the former W&P line was transferred to the B&O after the war) junction was also redesigned and its embankment was expanded with an overpass bridge to connect with the B&O. The cluster of postwar structures on the former Ferry Lot and all remnants of the Harper and Wager ownership of the Potomac crossing and landing were obliterated by the construction of both embankments. Potomac Street was realigned to pass diagonally under the embankments to provide pedestrian and vehicular access to the junction of the newly reconstructed Shenandoah River Bridge and the Bollman Bridge. In the new rail era, both the Bollman and the Shenandoah River bridges accommodated vehicular and pedestrian traffic. The railroad and all its accompanying structures commanded a dominant position on the embankment above the commercial district, and ultimately the commercial center of Lower Town was refocused away from the riverfront and back to the Shenandoah Street corridor. The economic relationship between the two areas was emphasized by illustrative advertisements for Harpers Ferry merchants painted on the upper stories of stores and shops. These painted wall advertisements were directed at rail traffic, and at passengers waiting on the platform. In an earlier time, before the construction of the embankment raised the railroad above the level of the town's commercial activity, advertising messages had been painted at street grade on the wall of the old armory entrance and on the ruins of the armory buildings.[46]

During this period several hotels and boarding houses were located along Washington Street and on the side streets of Camp Hill catering to the tourist. Many of these were former residences and tenements that had been converted to seasonal and resort use. One such resort hotel was the Hill Top House built in 1889 on a bluff northeast of town, high above the Potomac River. This large structure appealed to the railroad tourist who came from Washington and Baltimore to escape the

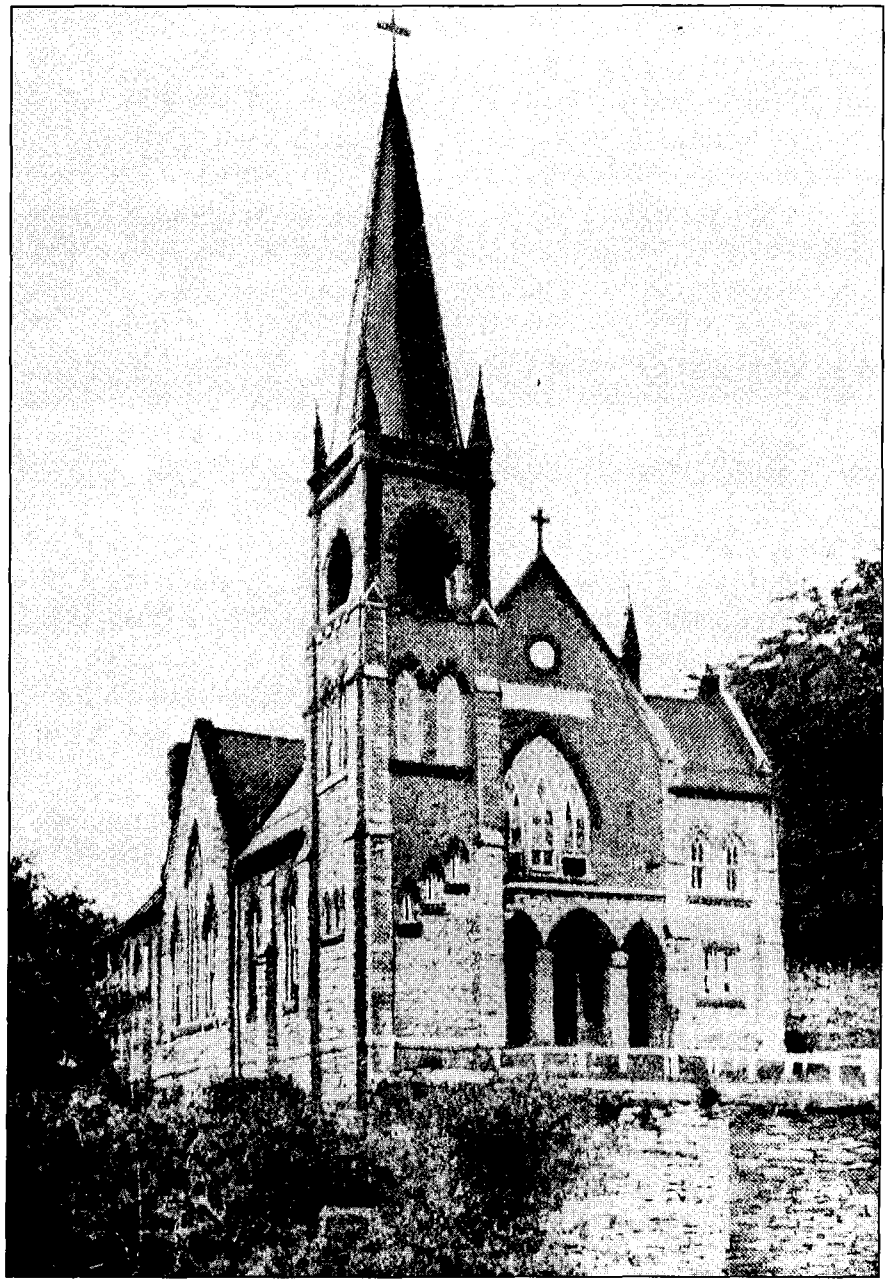


Panoramic view to Camp Hill and the Hill Top House (center), ca 1900. Photo file, HF 1143.

noise, dirt and the summer heat of the city and to enjoy the vista of the river gorge. Directly below the Hill Top bluff, on Byrnes Island in the Potomac, was the B&O's resort and amusement park, Island Park. Constructed by the railroad in 1880 this 20-acre site was dedicated to providing open air recreational entertainment for residents and tourists alike during the season.[47]

> *"That was Island Park," he said. "You wouldn't believe it, but when I was a boy, it was every bit as gay as Coney Island."*
>
> *"Downtown on Saturday nights," the mayor said, " you couldn't find a post to hitch your horse anywhere on Shenandoah Street. It wasn't a savory street then. Saloons flourished; swinging doors, gambling, tin-pan music, and cancan dancers—we had 'em all in the Gay Nineties."*
>
> *"But we weren't all wild," Mayor [Gilbert E.] Perry hastened to add. "We had our strait-laced side, too, in those horse-and-buggy days."*
>
> *"Society people came from the city for the whole summer, or for a week or two during the racing season over at Charles Town. They lived in boarding houses here on the hill."*[48]

In addition to the seasonal activity on the hill, the Storer College campus occupied an expansive area with "ample buildings and grounds," which also stimulated development of the upper town area of Harpers Ferry.[49] In 1896, St Peter's Roman Catholic Church further strengthened its dominant position on the hillside. A new architectural design for St. Peter's realigned its steeple and church building and altered its 1830s facade of light stucco to dark chiseled stone.[50] St. John's Episcopal Church, no longer used by its parishioners, stood empty on its site above St. Peter's.[51] Near the deserted church and adjacent to the renovated one, the long line of residential buildings continued to edge the narrow walk



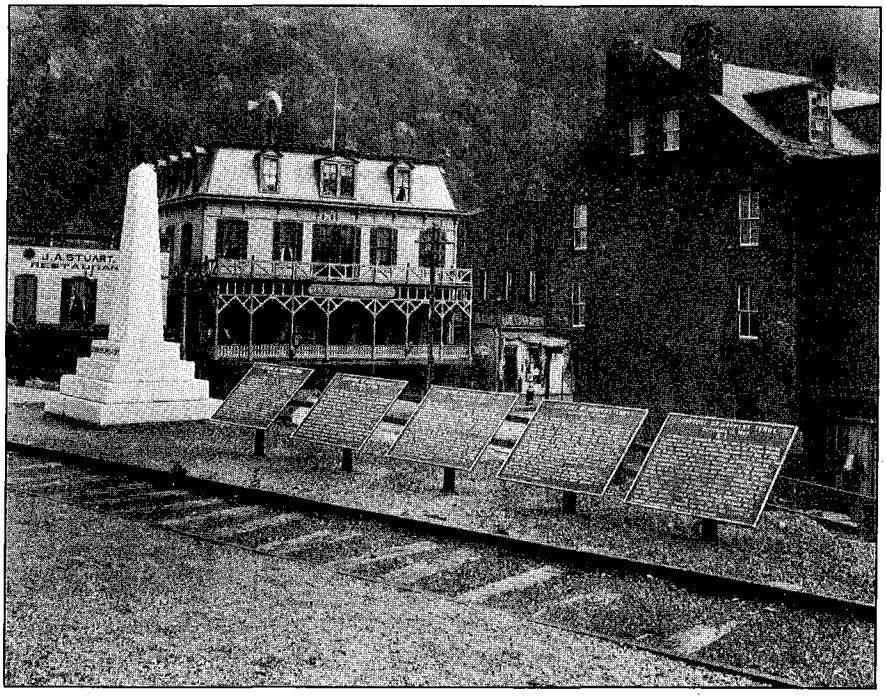
Postcard of St. Peters Catholic Church, ca 1911. Photo file, HF 411.

and terrace first developed by Robert Harper. The original Harper structure continued to be owned by Wager heirs and rented to relatives or tenants. The other three portions of the building complex were owned by the Marmion family. Portions of these buildings were also rented. The garden areas, originally used for vegetable plots and separate service yards, now included ornamental plants and shrubs maintained by the Marmions.

In the years following the Civil War, physical change and improvement did come gradually to Lower Town, despite the fact that the ruins of former government workshops remained abandoned and floods continued to inflict extensive damage on the community. Three times the rebuilding and the redevelopment of Lower Town was thwarted by floods, with the homes and businesses along the shoreline inundated

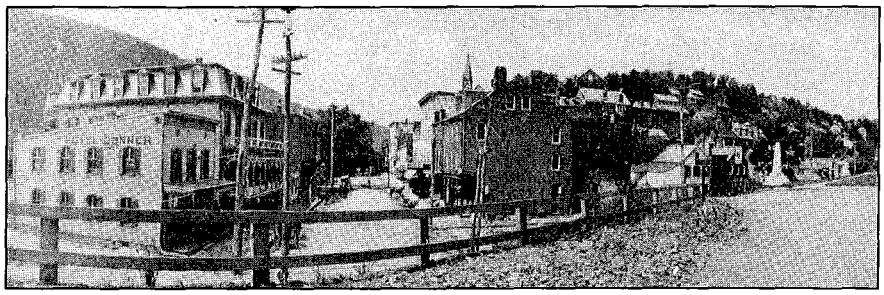
by the swollen rivers. Eventually the long-awaited economic rejuvenation came to be based on partial rehabilitation of old factory sites, limited industry, increased commercial activity, expanded transportation systems, and tourism. The rejuvenation influenced and significantly changed the Lower Town landscape. The railroad altered its course with a new river crossing and embankment, and many new businesses, hotels and boarding houses were constructed. Advertising cluttered the setting. Hill Top House, Storer College, St. Peter's Roman Catholic Church, as well as the Hotel Conner and the tower of the B&O station, became the new Harpers Ferry landmarks, which defined and shaped the skyline.

At the end of this period, in 1895, John Brown's Fort, one of Harpers Ferry's most significant landmarks, was again relocated. After the temporary installation at the 1893 Chicago World's Fair, the fort was returned to the community, but could not be relocated on its original site because its foundations had been buried by the new railroad embankment. The small brick structure was thus placed nearby on the Murphy Farm, outside the town in Jefferson County. In 1895, to commemorate the original site, an obelisk monument was placed by the B&O on the embankment, above the approximate location of the old engine house. Two years later in 1897, the federal government placed five iron commemorative tablets near the monument for "the enlightenment of travelers concerning the fighting that took place in the capture of Harpers Ferry by the Confederate Army in September, 1862." Clustered together in a small landscaped plot so as to be visible from the train or from the platform, the monument and markers were installed after the removal of the engine house, the realignment of the rail, and the creation of the earthen embankment which had buried the original fort foundation. Together they represented Harpers Ferry's role in John Brown's raid and



John Brown Monument and commemorative tablets, ca 1900. Photo file, HF 1142.

the Civil War.[52] The engine house remained in the nearby field until 1910, when it was relocated for the third time to the Storer College campus.



Panoramic view of Lower Town from railroad embankment, 1908. Photo file, HF 127.

ENDNOTES

1 John T. Trowbridge, *Journeys Through The South*, in Dave Gilbert, *Where Industry Failed*, p. 66.

2 Ramsay's report and inventory on the condition of the government holdings in Harpers Ferry in 1866 indicates that..."conspicuous and valuable buildings belonging to the government," former quarters assigned to armory officials, "have been wantonly abused...mostly by our own troops." Ramsay to Brig. General A.B. Dyer, Chief of Ordnance, 7/27/1865, in Snell, Historic Building Report, Building 36-36A, p.27.

3 Since 1863, Harpers Ferry and surrounding Jefferson County were considered by the federal government to be part of the new state of West Virginia which was created during the war by pro-Union Virginians residing in that part of the Old Dominion west of the Allegheny Mountains. The eastern panhandle, which included Harpers Ferry, was an area more politically aligned with the rest of Virginia. Through a special election, the three counties of the panhandle had been maneuvered by statehood forces into the jurisdiction of West Virginia. The westward route of the B&O Railroad through Lower Town was particularly advantageous to the new cause. The presence of Union troops in Harpers Ferry further facilitated the transfer of the region out of Virginia. In 1871, the United States Supreme Court validated the highly irregular wartime statehood election. The majority of the 300 residents of the town preferred to remain in Virginia. This political turmoil further isolated Harpers Ferry and the panhandle from the rest of the state. These issues and their historical implication are discussed in Julia Davis, *Shenandoah* (New York: Farrar and Rhinehart, INc. 1954); Millard Bushong, *Historic Jefferson County* (Boyce, Va.: Carr Publishing Company, Inc., 1972); and John Alexander Williams, *West Virginia* (New York: W.W. Norton for the Association of State and Local History, 1976).

4 Snell, "Old Arsenal Square," p. 85-88.

5 Map, "Designed, projected and Mapped by S. Howell Brown, surveyor, from the original and subsequent surveys, in his possession, by Order of Capt. Danl. J. Young, Mil. Storekeeper of Ordnance, Harpers Ferry , W.Va. under the instructions of the Ordnance Dept.," April 26th, 1869.

6 Nofsinger, "Physical History," pp. 50-52.

7 Legal title to the armory property was disputed in the U.S. District Court from 1872-1876; see Snell, "Arsenal Square," p. 93.

8 Perry Fischer,et al., Historic Structures Report, Package 116," pp. 24-28, 67-72.

9 See HF 362, HFNHP photograph collection.

10 See HF 678, HFNHP photograph collection, c. 1877-79, which shows one brick building, standing on the arsenal lot; and see Snell's "Old Arsenal Square," p. 98.

11 Joseph Barry, *Strange Story of Harpers Ferry*, p. 150-149.

12 Herr sold his mills in 1867 to Child and McCreight. They, in turn operated the flour mill for approximatly 20 years.

13 HF 362, HFNHP photograph collection, dated 1865. Shortly after the

three buildings were constructed on the old Ferry Lot, a fourth structure was added. Photographic analysis suggests, however, that in the postwar decades the total number of structures on this site fluctuated between three and four.

14 Perry Fischer, et al., "Historic Structures Report, Package 116," pp. 28-29.

15 See Perry Fischer, et al., "Historic Structures Report, Package 116," pp. 24-28, 71-72, 85-86, for a discussion of the renovations to the new and the old master armorer's houses in the immediate postwar era; see Snell, "Old Arsenal Square," pp. 95-98.

16 Lydia H. Marmion to Will Marmion 4/24/68 in Fairbairn, "Hall/ Marmion Letters"; Lydia Marmion's description of Hog Alley apparently refers to present-day Potomac Street, north of Shenandoah Street.

17 William Cullen Bryant, ed., *Picturesque America or The Land We Live In.* (New York: D. Appleton and Company, 1872), p. 91; and HF 649, HFNHP photograph collection.

18 Hungerford, *The Story of the Baltimore and Ohio Railroad*, pp. 125-126; and Hobert H. Harwood, Jr., *The Impossible Challenge:The Baltimore and Ohio Railroad in Maryland* (Baltimore: Barnard Roberts Co., 1979).pp. 102-103. Since the war the B&O owned Potomac House tavern and hotel served as the Harpers Ferry railroad station. Located next to the rail trestle, the street entrance was on the lower level and the platform was above at the same level as the trestle. See HF 678, HFNHP photograph collection, c. 1886-87, showing "Potomac House" on the north wall of the structure.

19 See stereograph series "The Picturesque of the B.& O. R.R., from the Chesapeake to The Ohio", HF677-686, HFNHP photograph collection.

20 *Spirit of Jefferson*, 7/06/1880, p. 3, c.1.

21 HF 781, HFNHP photograph collection, highlights the configuration of the bridge intersection; and HF 203, HFNHP photograph collection, c. 1886-1887, which illustrates the graded slope at the old Ferry Lot, enlarged to accommodate the expansion of the junction.

22 High Street was regraded in 1856-57 by the federal government. Photographs, i.e. HF 1403, from 1861 show that upper High Street was cut deeply out of the eastern slope of Camp Hill, and remained so after the war (HF 78). Later photographs, HF 770 and 787 (1886) and HF 142A (c. 1900) of the intersection of High and Shenandoah suggest that the "cutting" may have occurred the entire length of the street without any regard as to how High Street was to meet the existing grade of Shenandoah.

23 Congressional authorization for the 1869 land sale stipulated that the government convey the sites set aside in the 1850s for religious, charitable, and civic purposes to the respective churches, schools, and the town government. The United States also donated the land on which were located the large Camp Hill residences originally constructed for armory officials to Storer College, An African-American school established in 1867 under the auspices of the Freedman's Bureau. The college's name honored its financial benefactor, John Storer, a Maine

merchant sympathetic to the advancement of Afro-Americans. Rev. Dr. Nathan Brackett, the first administrator of the institution, also negotiated the purchase of adjacent farmland on Bolivar Heights to complete the Storer campus. Later, leading citizens expressed their resentment that the government had given away the best buildings to an educational institution rather than to the town itself. The plots donated by the government included 31 lots and six buildings. For further information see U.S. Statutes at Large, XV, p. 265-266 in Snell, "Old Arsenal Square", p.87 - 88; and see Daniel Ames, et al, to Hon. W.E.W. Belknap, Secretary of War, 7/5/1872 in Nofsinger, "Physical History," p. 253.

24 Competition for using the most available parcels of land was well understood by the residents; see Lydia H. Marmion to Will Marmion, 3/23/1869, Fairbairn, "Hall/Marmion Letters," p. 145, referring to the expansion of Harper Cemetery.

25 Joseph Barry, *Strange Story of Harpers Ferry*, pp. 151-167; the charge for cleaning mud and drift from McGraw's establishment on Shenandoah street in both 1870 and 1877 was $100.00, cited in Snell, Historic Building Report, Bldgs. No. 34-35,32,33 and 34B, p. 43-44.

26 Joseph Barry, *Strange Story of Harpers Ferry*, p. 164.

27 Ibid, p. 170. Barry states that little damage was caused by this flood because both rivers acted as a check on each other, which makes his remarks seem contradictory given the evidence shown in HF 71, 82, 610, 615, and 722.

28 Ever since Major Symington installed cisterns for the use of the residents of Camp Hill and refitted those on government sites in Lower Town, water supply for everyday use and for fire fighting was a matter of public record. Snell, "Physical History of the Armory, Vol. II," p. 187-188, 303-307.

29 Annie P. Marmion, *Under Fire*, p. 14-15; Dr. W.V. Marmion to Annie Marmion 9/13/74, Fairbairn, "Hall/Marmion Letters;" 59; Deborah Hull-Walski and Frank L. Walski, "Brewing and Bottling in Harpers Ferry, West Virginia," HFNHP draft manuscript, pp. 32-33; W.A. McFarland, M.E. to Mrs. L.B. Lightener, 9/27/1898, HAFE NHP Storer College file, Reel 131,# 8; and HF 568, showing Y-shaped downspouts, HF 887, Harper House/Marmion Row with hogshead barrel on roof, HF 1041, Hotel Conner with windmill at the rear, HFNHP photograph collection.

30 Bryant, *Picturesque America*, p. 93.

31 Ibid, pp. 93-101.

32 Webster Elmes to George F. Talbot, 5/29/77, Rg 121, Public Buildings Service, Harpers Ferry Case No. 155 (ms), pp. 8-9, in Nofsinger, "Physical History," p. 184.

33 *Spirt of Jefferson,* 11/14/1882.

34 Perry Fischer et al, "Historic Structures Report, Package 116," p. 30-31, citing James McGraw per counsel to the Hon. Kenneth Rayner, 4/5/1882.

35 *Spirit of Jefferson,* 11/14/1882; and Deed Map, Brackett House, HFNHP collection.

36 *Spirit of Jefferson*, 6/4/1889.

37 *Spirit of Jefferson*, 12/7/1897. See also HF 92, HF99, HFNHP photograph collection, an overhead view of Lower Town, showing a lawn planted on the side yard of the Hurst residence.

38 Perry Fischer, et al, "Historic Structures Report, Package 116, " pp. 75-76; and *Spirit of Jefferson*, 11/17/1896, p. 2 Col. 1.

39 *Spirit of Jefferson*, 7/28/1891, Page 3, col. 2.

40 Deed Map, Brackett House, HFNHP collection; HF 1142, HFNHP photograph collection, c. 1900, of Stuart's Restaurant and the Conner Hotel. The hotel dates from 1889; the restaurant was apparently a separate entity, but was affiliated.

41 HF 648, HFNHP photograph collection, dated 1886.

42 Dave Oberler, "Historic Structure Report, Building 37 - Reiley Building," HFNHP manuscript, pp. 8-10; 1894 Sanborn Perris Map; and Fields and Schufelt, "Historic Structure Report, Building 3."

43 The description of these events is taken from Dave Gilbert, *Where Industry Failed*, pp. 69-73.

44 William Lee Sissons, April 18, 1894, "Harpers Ferry Improvement," in *Transactions, American Society of Civil Engineers*, No. 735 (Vol. XXII-October, 1894), HFB 190, HFNHP brochure collection; and HF 92, HFNHP photograph collection.

45 Joseph Barry, *Strange Story of Harpers Ferry*, p. 176.

46 There are several historic photographs which illustrate the commercial area of Lower Town. Among them are HF 446, 770, and 614, HFNHP photograph collection. By the mid-1890s prominent commercial signs recommending such items as sarsaparilla and toilet powder were higher than eye level. These were painted, to catch the glances of rail travelers, not only at the top of buildings but also directly onto the cliffs and hillside walls around the community and far above the town on the rocky face of Maryland Heights. Historic photographs, HF 569, 571, 662, 768, 1154, 1292, and "Maryland Heights," B&O file, Smithsonian Collection, HFNHP Accession file, illustrate the sign types.

47 *Spirit of Jefferson*, 7/6/1880, 7/12/ 1898; and HF 505, HF 764, HFNHP photograph collection.

48 Mayor Gilbert Perry in "History Awakens at Harpers Ferry," in *National Geographic*, VOl. CXI, No. 3 (March 1957), pp. 402-408, HFB 79, HFNHP brochure collection.

49 HFB 210, "Catalog of Storer College, 1912-1913," HFNHP brochure collection.

50 Joseph Barry, *Strange Story of Harpers Ferry*, p. 170.

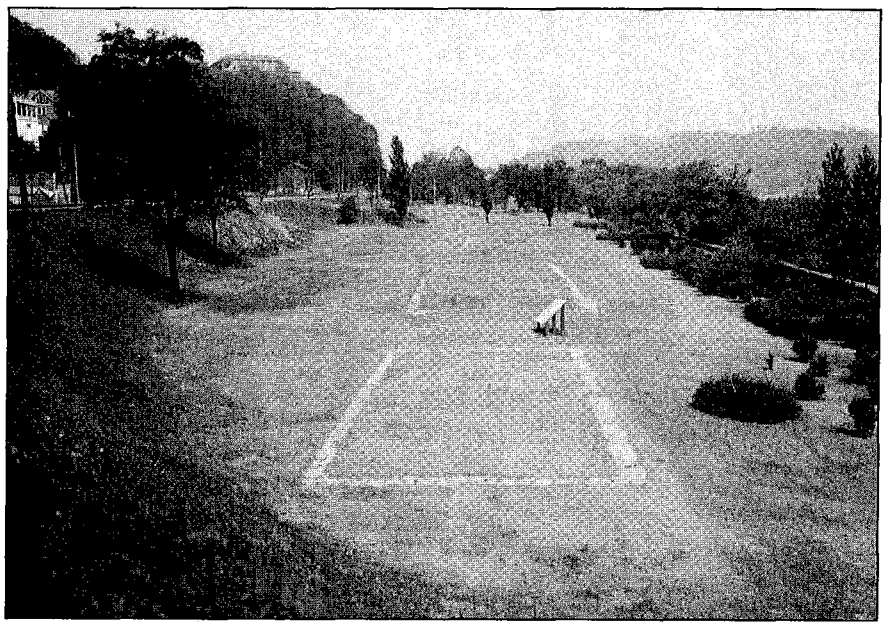
51 *Jefferson County Sesqui-Centennial Historical Booklet*, 9/16-9/22/ 1951, HFB 151, HFNHP brochure file.

52 HF 124, 1905, and HF 606, HF 963-965, HFNHP photograph collection; B&O Brochures, HFB 1, HFB 29, HFNHP brochure collection; *Spirit of Jefferson*, 9/21/1897; and *Virginia Free Press*, 4/13/1892, 6/20/ 1894, 8/08/1894, 8/15/1894, 9/25/1895 for understanding of the political controversy surrounding the monument.

1900-1944

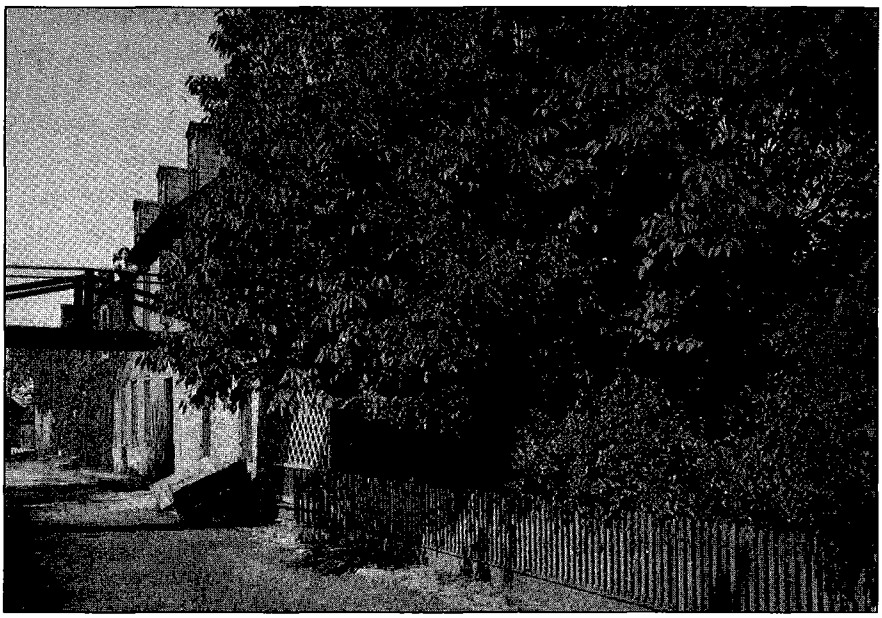
TOURISM AND COMMUNITY STABILIZATION

As the twentieth century began, the historic landscape of Harpers Ferry and its picturesque qualities were community enterprise. The resort economy and the hotel business which had spurred development in the late nineteenth century were an intrinsic part of turn-of-the-century life in Harpers Ferry. The Hill Top House and other boarding houses continued to accommodate tourists who traveled to the resort community. Some of these visitors were day travelers who took special excursion trains from "nearby cities for hiking, sightseeing or a picnic." Others were seasonal visitors who rented or owned summer cottages in Harpers Ferry and its environs for the enjoyment of the most pleasant months of the year.[1] Tourist brochures and literature described several important town landmarks including the site of John Brown's Fort and Monument, the ruins of the former U.S. Armory, the Harper House, the stone steps, and Jefferson Rock. Many brochures illustrated these historic points of interest as part of a scenic pedestrian route through the town.[2] For many tourists, the first stop in Harpers Ferry was the rail depot where the John Brown Monument and the five iron tablets commemorated the 1859 raid and the 1862 siege and surrender. From this vantage point across the railroad tracks, the foundations of several old armory buildings were visible. In 1916, the B&O landscaped the grounds around the buildings foundations with trees and flower beds. By 1923 a large garden filled this low land. The design for the garden incorporated the embankment, the matured trees and ornamental shrubs planted along the old river wall, and the rectangular outlines of old building foundations, creating a distinctive gateway of monuments, history, and ornamental landscape.[3]



Commemorative gardens developed by the B&O in the old armory grounds, ca 1939. Photo file, HF 1049.

The landscape improvements made by the railroad were embraced by the town and incorporated into an unofficial "public square." In 1910 a covered hexagon-shaped bandstand was placed in the intersection of Shenandoah and Potomac streets and used for open air concerts and lectures. Descending a flight of steps from the rail platform, a visitor passed the bandstand and "square" before entering the town along Shenandoah Street.[4]



Walter Dittmeyers postcard no. 30 of Harper House. Photo file, HF 126.

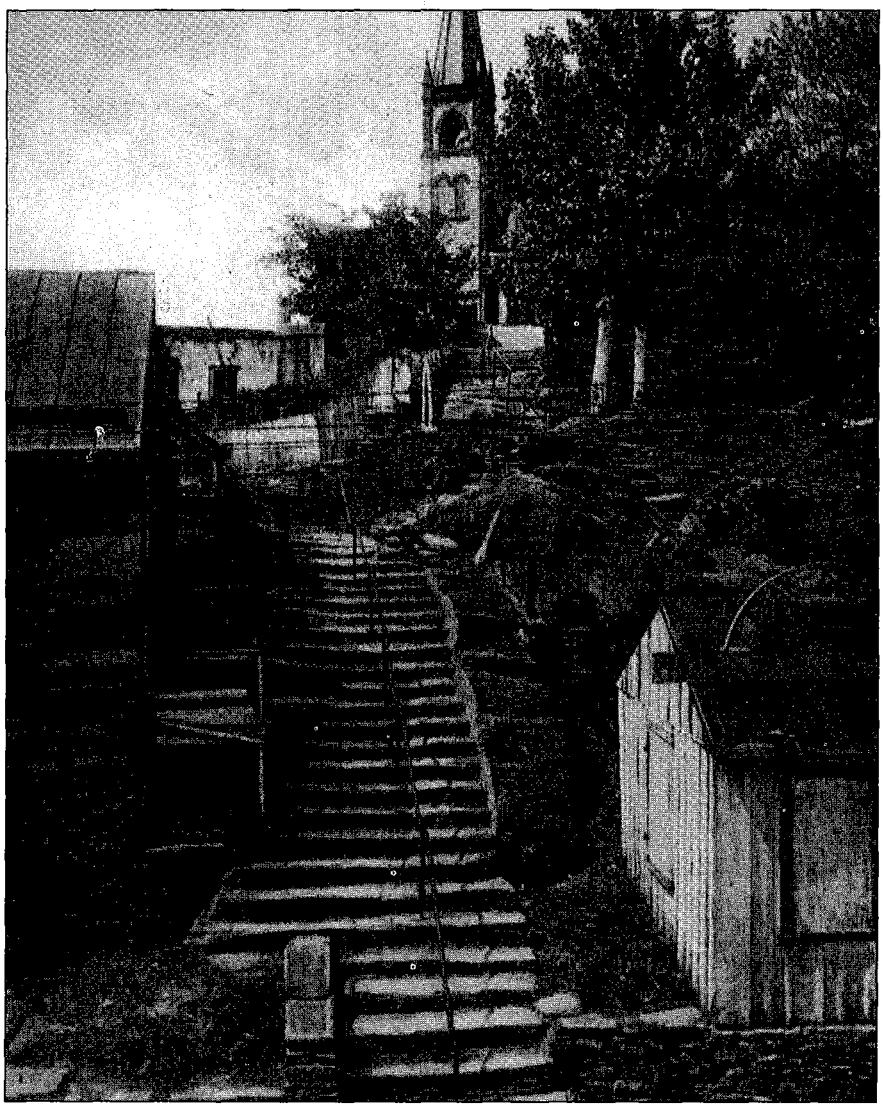


1908 postcard of the stone steps, from earlier photo, ca 1900. Photo file, HF 129.

The "quaintness" of the town, and its picturesque qualities were also freely marketed by the townspeople. A visitor to Lower Town could purchase one of several photographic views of Harpers Ferry on a picture postcard published by Walter Dittmeyer and sold in his drug store on the north side of Shenandoah Street, west of the bandstand. The cards depicted many unique features found in the town, and a variety of quintessential views such as the view of Harpers Ferry from Maryland Heights, the Potomac River from Hill Top House, the scene at the rail depot, and the residences along the Public Walk.[5] Some cards contained views taken by photographers during the war or immediately after. Especially popular were images of John Brown's Fort on its original site by the armory ruins. One particularly picturesque postcard depicted the stone steps and the steeple of St. Peter's Church, with the rooftops of Shenandoah and High streets framing the composition. Even Harpers Ferry in the moonlight was celebrated in postal form.

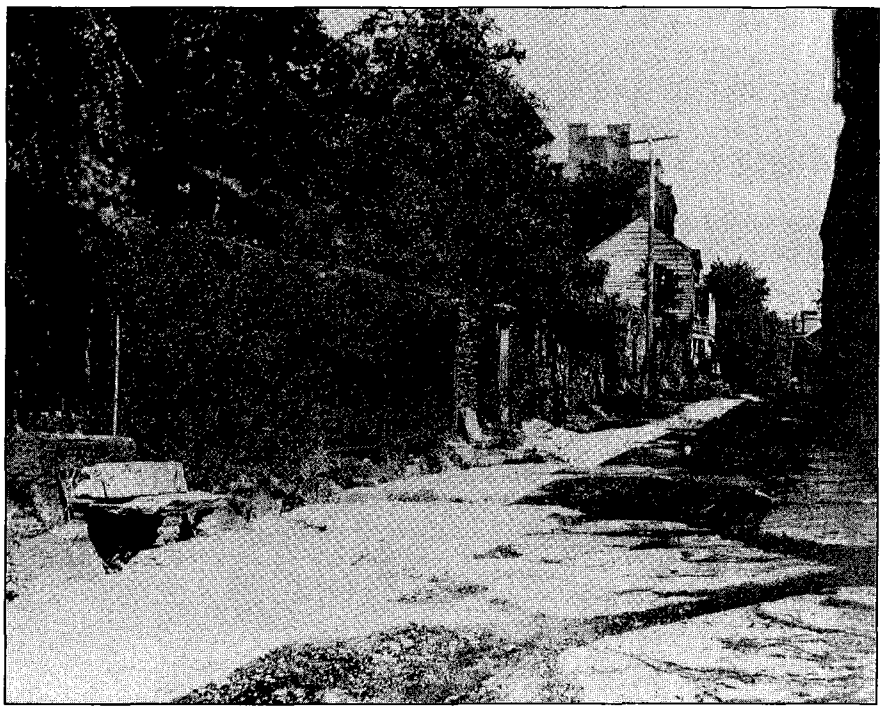
> *"...he [Joseph Barry] has recommended ... to get the best view of Harpers Ferry, to chose a moonlight night and the cemetery, for the time and place to enjoy the sight."*[6]

Since the 1880s the economy of Harpers Ferry had thrived on tourist activity and seasonal visitors who came to see the site of John Brown's raid and enjoy the naturalistic setting. The landscaped gateway on the railroad embankment and the souvenir business in the town center represented further refinements in the business of tourism in Harpers Ferry.

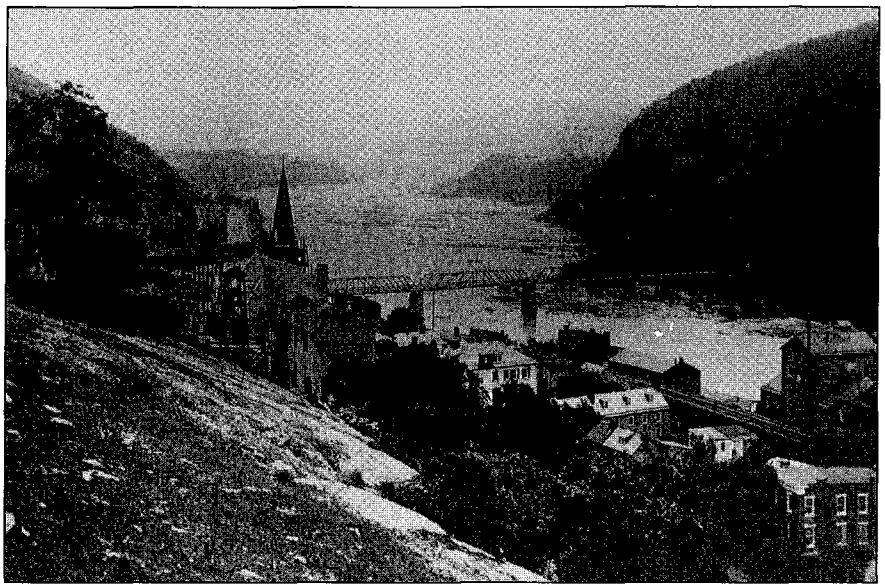


Stone steps from High Street to St. Johns Church on the hillside, ca 1907. Photo file, HF 434.

In Lower Town a visitor could not only retrace the steps of John Brown during the famous raid, but also follow the path of Thomas Jefferson by ascending the steep hillside to Jefferson Rock. This required a climb up the historic stone steps, walking along the Public Walk past the Harper house—its yard planted with quince, lilac and roses—past St. Peter's Church and the deteriorating St. John's Church on the slope of the hillside.[7] This athletic endeavor was rewarded by the sweeping view from the rock. The experience was all the more inspirational given the enduring and timeless quality of the description found in Jefferson's famous words. During these years, the panorama from the hillside encompassed the railroad, as well as the canal and the ruins of former structures including the Episcopal Church, an armory dwelling ruined by



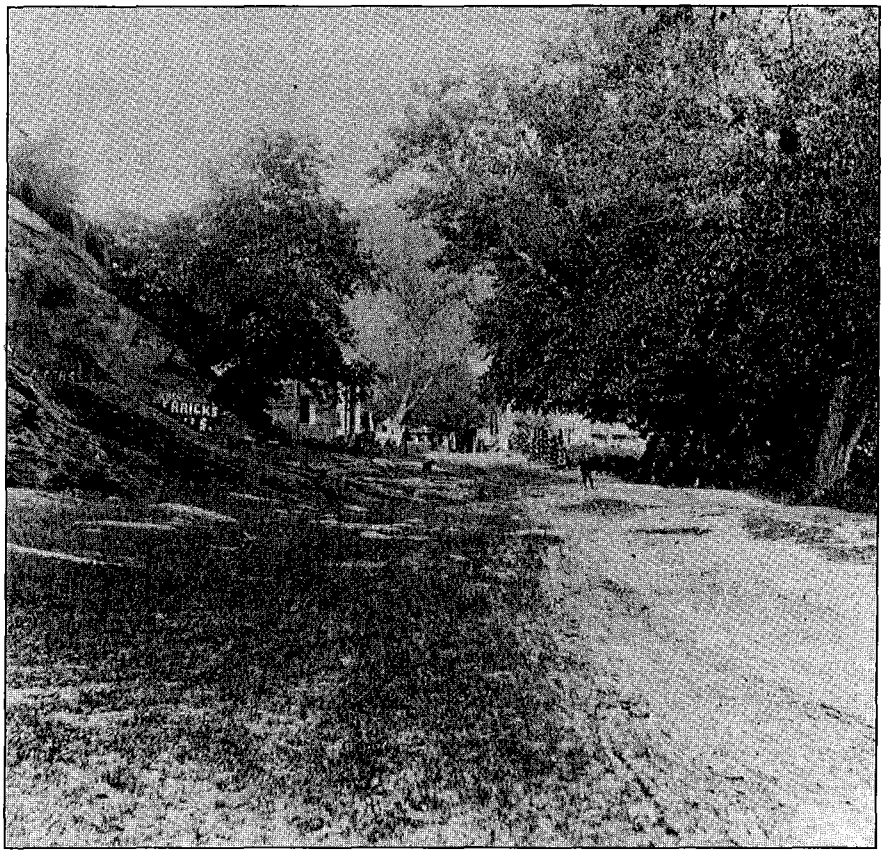
Public Walk looking north ca 1912. Photo file, HF 574.



View to the gap from Jefferson Rock, ca 1896. Photo file, HF 526.

the "great Flood of 1870," and the burnt-out shell of the rifle works on Hall's Island. The view toward the open hills in the west and Bolivar Heights revealed the John Brown Fort, which had been returned from the Chicago World's Fair and reconstructed on the Murphy farm in 1895.

From Jefferson Rock, it was easy to visit the old burying ground to see Robert Harper's grave and then return to Lower Town by walking along Clay and Church streets toward the stone steps. Within the town, "the street scenes were quaint and curious."[8] Among the commercial establishments lining Shenandoah Street were many of the structural remnants of the earlier armory town. As Shenandoah Street curved to the west, private residences sat next to dilapidated, abandoned structures and the scenes of everyday life on Shenandoah Street were juxtaposed with the empty structures and factory ruins nearby on Virginius Island.



Western portion of Shenandoah Street, ca 1886. Photo file, HF 662.

Early-twentieth-century tourists could also journey beyond Jefferson Rock toward the Camp Hill area where they would find both the Lockwood Hotel and the Morrell Hotel, located at the northern end of the historic cemetery as well as the Hill Top House, the Odd Fellows Hall, and the Storer College campus.[9] Storer had expanded both its facility and its student body in the years since its founding in 1867. By 1889, the enrollment had grown to 273 students and the administrative center of the campus was housed in the former Armory Superintendent's House, which was enlarged in 1881. In 1906, to honor the memory of John Brown, "the educator and sociologist W.E. Du Bois convened the Second Niagara Movement at Storer, a meeting that eventually led to the formation of the National Association for the Advancement of Colored People." To commemorate the 50th anniversary of John Brown's raid in 1909, the historic fort was dismantled on the Murphy farm and relocated on the campus of Storer where it served as a museum and monument.[10] It was at the height of Storer's success as an educational institution and the heyday of the resort era that the Camp Hill area became a thriving upper town community incorporating campus, hotels, and residences.

Lower Town businessmen catered to Harpers Ferry residents and tourists with a variety of goods and services.[11] Most of their establishments were located near the intersection of High and Shenandoah streets. By 1900, the Kaplon brothers' new four-story department store was the most prominent commercial structure west of High Street. Although sited on a former building site, the existing lot had to be enlarged by



Doran's store ca 1910. Photo file, HF 417.

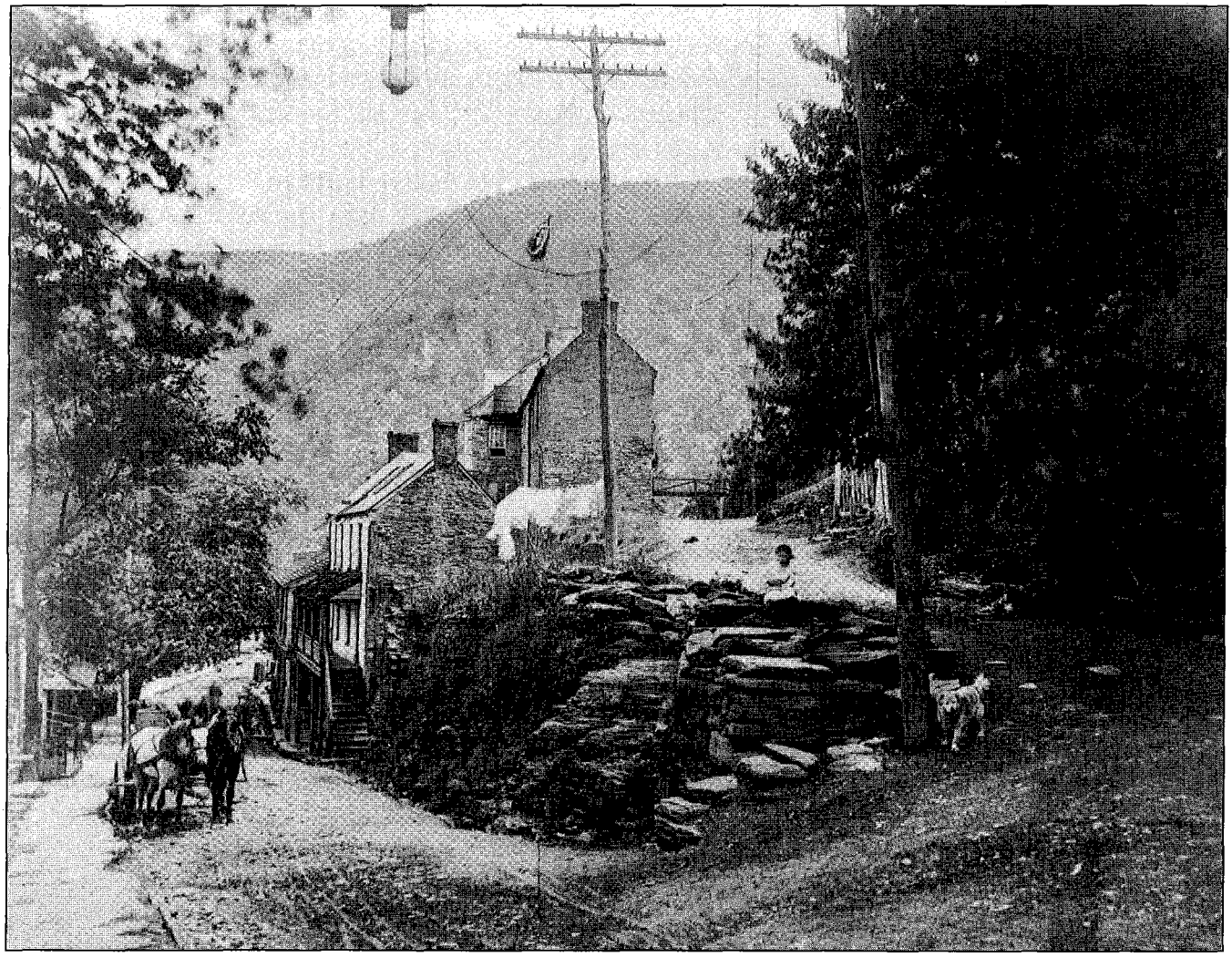
excavating deeper into the face of the cliff. Several of the residential buildings next to Kaplon's that had been businesses prior to the war reverted to commercial activity. Among these was a tinsmith, a restaurant, and a grocery. Across the street from Kaplon's was Doran's Store, an establishment formerly owned by James McGraw. By 1907 William Doran had renovated the former holdings of McGraw to include a pool hall, automobile garage, as well as the "post office building," (McGraw's original store), a boarding house, a general store at the corner of Market and Shenandoah, and the "ice and bottling concerns" in the rear.[12]

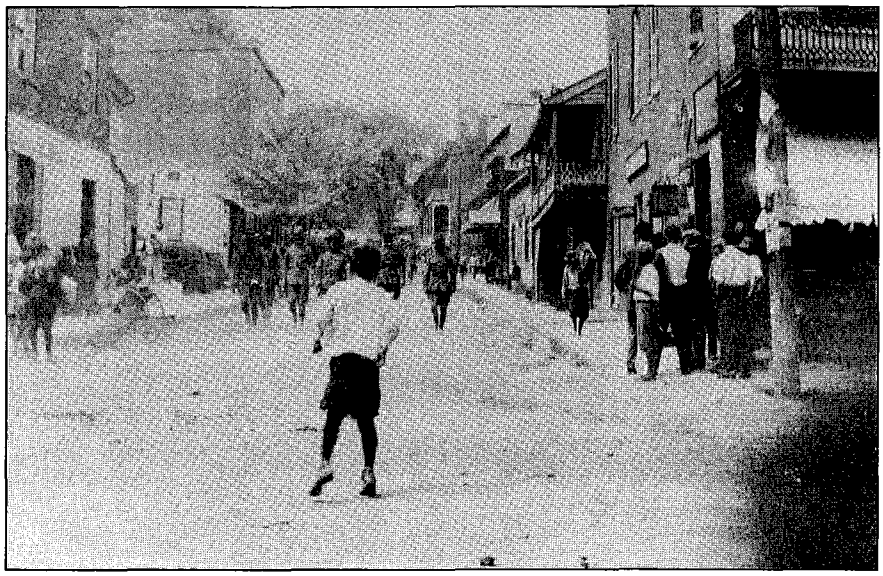
During these years High Street was primarily commercial in character near its intersection with Shenandoah Street. As the street ascended toward Camp Hill, both sides of the street became increasingly residential, with pre-war buildings remaining in the lower portion of the street, and postwar Victorian Style buildings evident further up. A butcher shop, a grocery store, a tinsmith, and a cobbler were located on the west side of High Street, and a jeweler, a milliner, and a warehouse were located on the east side. North of the alley between High and Potomac streets, the street was predominantly residential. Two of the buildings in



Intersection of High and Shenandoah streets looking up High Street, ca 1900. Photo file, HF 142.

Northern end of High Street, ca 1908. Photo file, HF 952.





Businesses on High Street ca 1918. Photo file, HF 378.

the long triangle created by High Street and the Public Walk were either in ruins or vacant, and by 1922 most of the structures at the northern end of this row were considered "dilapidated." At the southern end of the row, the grocery store had been replaced by a pool room. Another grocery, in an old Wager building on the corner at the intersection, burned in December 1913, and was never rebuilt, leaving an empty lot. Overall, the general character of the western side of the street was one of deterioration.[13]

On the hill above High Street, the Harper House and the three residences owned by the Marmion family continued to function as tenements and a residence. The gardens on the walled terraces were planted with ornamental shrubs and hedges, and were shaded by deciduous trees. Although more ornamental in character, these yards continued to fulfill various functional requirements, such as work area, laundry yard, and open space for livestock pens.[14]

The area east of the intersection of High and Shenandoah was anchored by the large frame outline of the Hotel Conner on the south side of Shenandoah Street, and the postwar storefronts of the four buildings on the other side, between High and Potomac streets. During this period, the Hotel Conner operated mostly as a boarding house, while the group of four commercial buildings evolved from two drug stores, a saloon, and one general store to two hotels, a restaurant, a grocery, post office, drug store, and a saloon. Adjacent to the Hotel Conner were the two blocks of buildings clustered on the site of the former arsenal yard. These included a drug store, a saloon, a barber shop, a tobacco store, a general store and, by 1907, a bank. This cluster of businesses formed the commercial core of Lower Town.[15]

In general the scale and impact of industrial development in Harpers Ferry during these years was far less than the development during the previous century. The largest of the new industrial enterprises was the McGraw family's bottling business. In 1898, this enterprise became Belvedere Brewing, which continued to operate under subsequent ownership for several years. Relocated from its original site at the



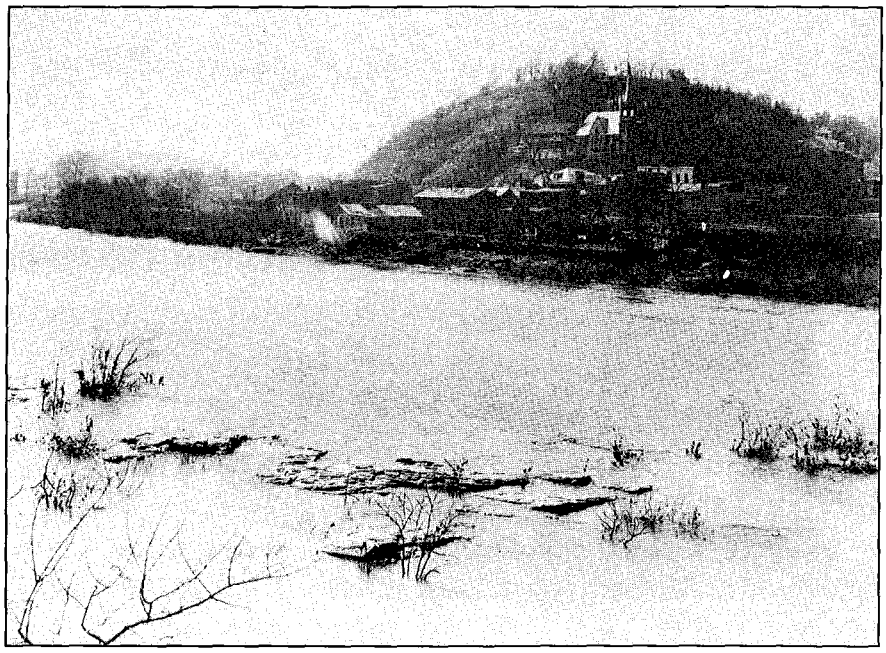
Marmion Row and the Public Walk, ca 1910. Photo file, HF 546.

rear of McGraw's store, it was enlarged to create a complex of structures on both sides of the B&O trestle.[16] Another commercial structure located in this vicinity was the former Market House, erected in 1846-47 under the direction of Major Symington. At the turn of the century the structure served as a stable for boarding horses, and later as a wagon house and cooperage. One grocery store, several railroad buildings, and many dwellings and outbuildings, including sheds and pigpens, were also on the southern side of Shenandoah Street.[17] Although the first paymaster's house and garden and the main part of the old "Globe Inn" had survived the floods of the postwar decades, the residential area of the riverbank contained few pre-war or post-Civil War buildings.[18] During previous periods of economic growth, the old W&P rail trestle formed a structural wall enclosing and shaping the industrial and residential development on the Shenandoah shore line.[19] On the Potomac shore the B&O embankment and the landform created at the junction of the bridges completed the enclosure of the commercial area.

The relatively stable way of life in Harpers Ferry throughout the first few decades of the twentieth century brought few physical changes to the landscape of Lower Town, although land uses changed frequently to meet community needs. By the 1920s Harpers Ferry boasted a bank, three livery stables, two barber shops, a millinery store, two feed and hardware stores, a cleaning and pressing business, two department stores, a dry goods store, the Conner Hotel, three lunch rooms and a creamery, a bakery, a confectionery, two butcher shops, two blacksmiths, a shoe repair shop, a drug store, two doctors, two funeral parlors, three coal yards, the pulp mills, bottling works for soft drinks, and a volunteer fire department. Many of the townspeople were also employed across the Potomac nearby in Maryland at the Brunswick railroad yards, a "division point" on the B&O line.[20]

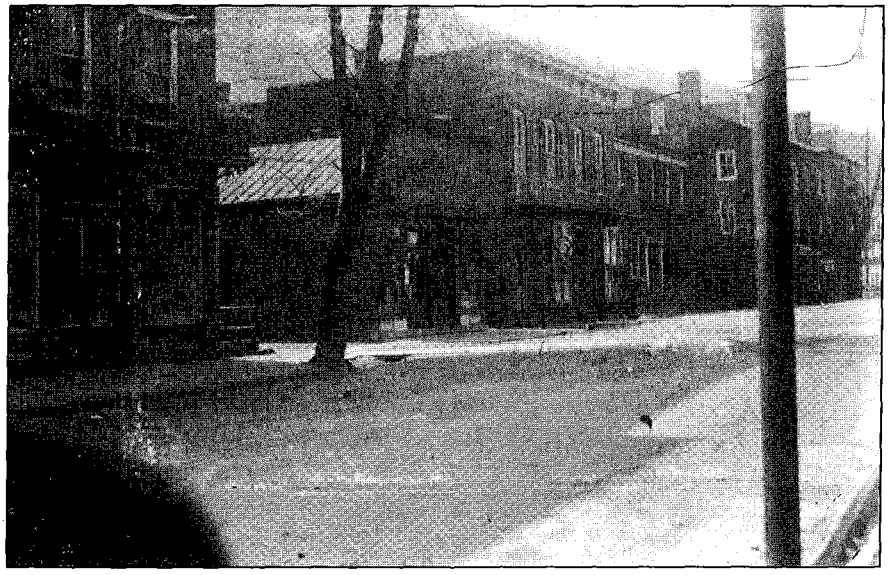
The bottling works was the Harpers Ferry Bottling Company, located in the large collection of buildings formerly occupied by the

brewery, near the Valley Line railroad trestle. In the Prohibition decade of the 1920s, however, the scale of this operation was considerably reduced from that of the old brewery. Only a portion of the plant was



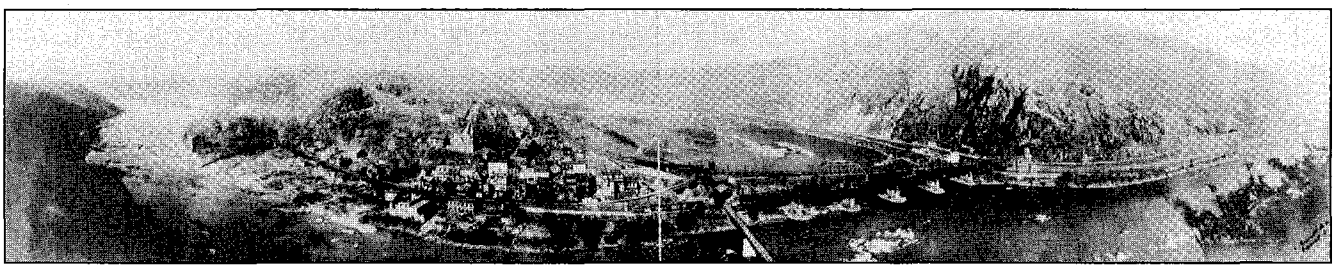
Photograph showing the buildings on south side of Shenandoah near the Market house. Photograph taken in 1932. Photo file, HF 295.

used and one stone section was without a roof. [21] Decreasing profits from the pulp mill on Virginius Island were an additional negative economic factor. Because of the rapid nationwide expansion of the pulp and paper processing industry, the Shenandoah Pulp Company and Harpers Ferry Paper Company struggled to maintain production after this initial period of success. In 1904, the pulp mill leased one of its turbines to the Harpers Ferry Electric Light and Power Company. Even this measure, however, could not prevent financial losses. The paper company facility was destroyed by fire in 1925, yet the pulp mill continued to employ a few people until 1935, when it finally ceased operation.[22]



South side of Shenandoah Street ca 1939. Photo file, HF 1224.

Although the bottling and brewery operation and the paper-processing mills did not experience long-term economic success, both did bring essential community services to Harpers Ferry. Electricity for street lights was first supplied to the electric company in 1898 by the Harpers Ferry Paper Co. And the owners of the brewery began piping spring water, used to manufacture beer, to the town for public use by 1909.[23]

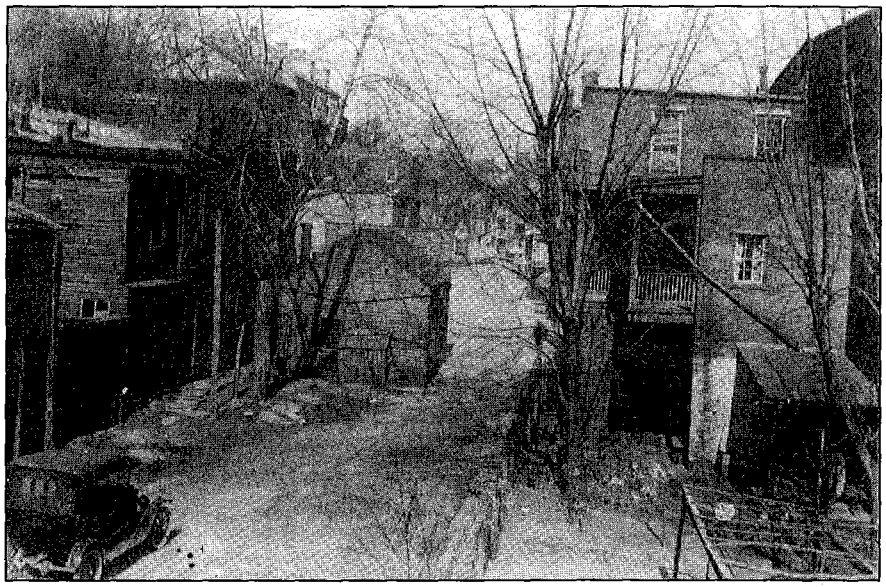


Aerial of Harpers Ferry ca 1915. Photo file, HF 87.

Although tourists continued to visit Harpers Ferry, their mode of transportation gradually changed from train to automobile. As early as 1910, the Hilltop House advertised its location "at the natural gateway to the beautiful Shenandoah Valley on the Main Line of the Baltimore and Ohio," and at the same time featured a reprint of an American Automobile Association road map showing the highway route from Washington, DC, to Harpers Ferry. While the B&O aggressively promoted "the rolling romance" of rail travel to Harpers Ferry and points beyond, the advantages of recreational automobile touring were growing in popularity. Traveling became a lot easier and people could go to more places. Excursion trains went out of style and amusement parks, too—at least Island Park did. [24]

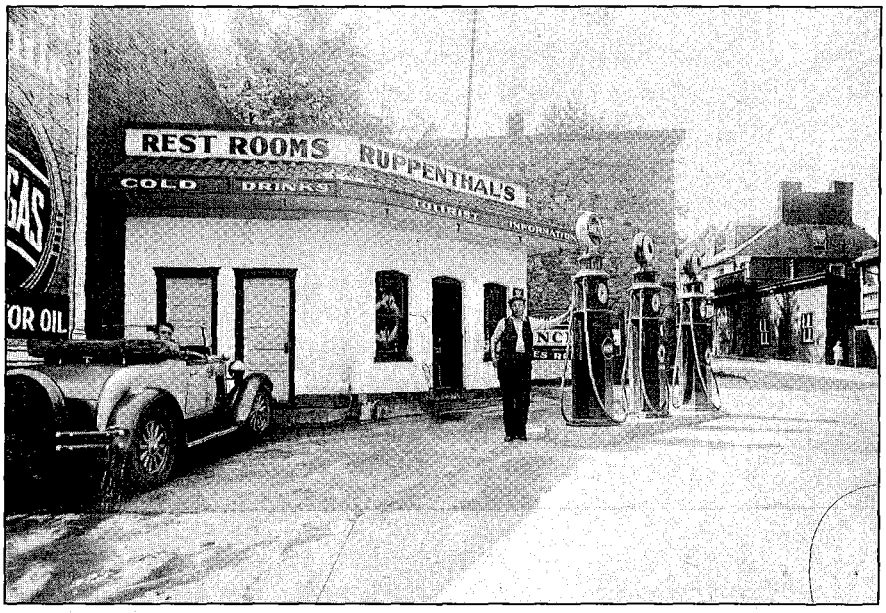
The slow shift away from rail to automobile transportation affected not only the town's economy but eventually its physical form. New routes for both cars and B&O trains were established in Lower Town and several changes occurred in the commercial center that reflected this evolution. At first, the Harpers Ferry community adjusted and reoriented its facilities for serving automobile travelers as well as train travelers. Among the changes were the introduction of service and parking garages, parking spaces at the depot and along the streets, and amenities such as lunchrooms for quick meals.[25] By 1930, gasoline pumps had been installed in front of the old railroad sheds next to the Bollman and Shenandoah bridges, and Rupenthal's service station had been constructed on the empty lot at the southwest corner of Shenandoah and High Street. Ironically, Ruppenthal's attendants dispensed gasoline from the site of the earlier 1803 Wager garden.

> *Backyard vegetable gardens surrendered to the spatial requirements of garages; lawns gave up to driveways. Narrow streets focused on railroad stations clogged with cars, and station gardens vanished before bulldozers madly creating larger and larger parking lots—until commuters turned away from trains.* [26]



Alleys on south side of Shenandoah Street ca 1930. Photo file, HF 1215.

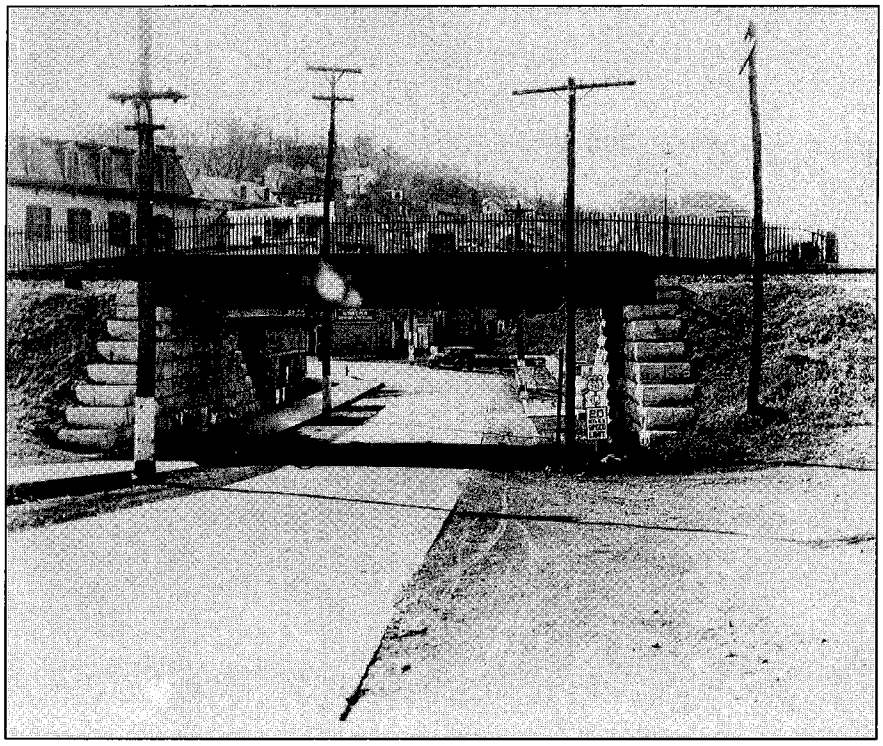
The primary automobile route to Harpers Ferry was U.S. Route 340. Cars crossed the Potomac River from Maryland on the Bollman Bridge, drove along lower Potomac Street and turned left onto Shenandoah Street. At High Street, the road turned right and continued up the hill toward Bolivar and then on to Charles Town. To better accommodate automobile traffic, the surface of both Shenandoah and High streets were regraded and paved in 1922 with a concrete surface and fitted with concrete curbs and gutters. Resurfacing the road also



Rupentahl's service station, ca 1930. Photo file, HF 805.

prompted redevelopment of circulation at the intersection of Shenandoah and Potomac streets, necessitating the removal of the bandstand and the "public square" in Lower Town.[27] In 1931, in order to improve rail lines from the Maryland shore, the B&O erected another rail bridge upstream from the one built in 1894. The tunnel entrance on Maryland Heights

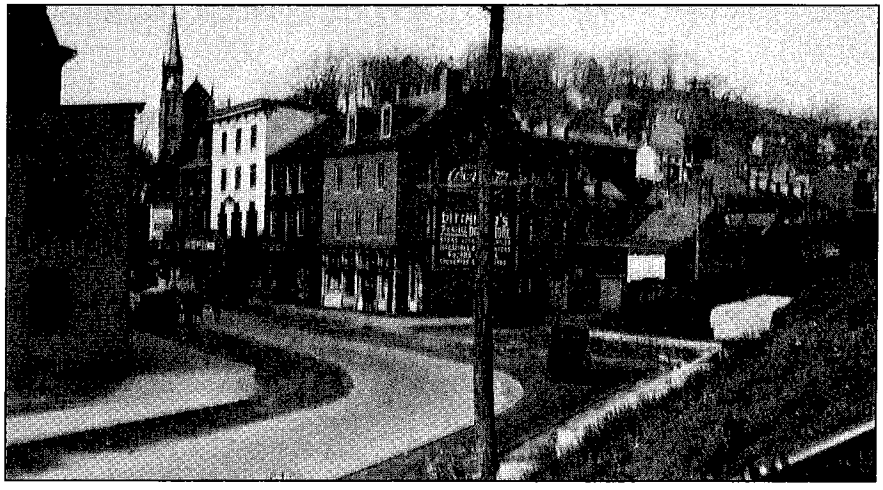
was given a new facade and the track was realigned, crossing the Potomac River farther north. In turn, the Valley Line, which carried rail freight, was switched to the 1894 bridge. The realignment of these two lines at the junction necessitated the relocation of the Harpers Ferry train



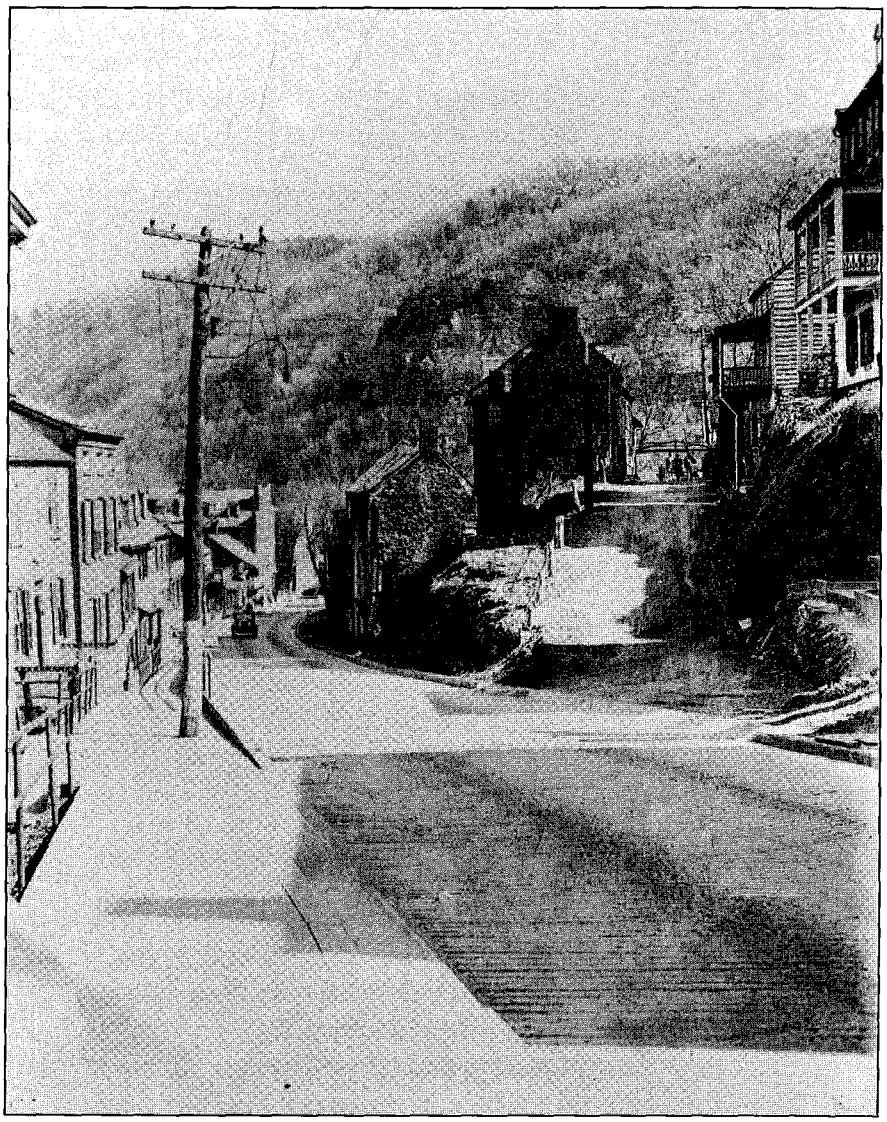
Early route for U.S. highway 340 into Lower Town, ca 1932. Photo file, HF 298.

depot and passenger station. The structure was moved from its original site and relocated farther north on the embankment.[28]

The increased use of automobiles affected the town in other ways. Although a number of points of interest in Lower Town were recommended to the automobile traveler, such as the stone steps, Jefferson Rock and the John Brown Monument, the range of historic sites was also expanded to include the main buildings of Storer, the boyhood home of a former West Virginia governor on Washington Street



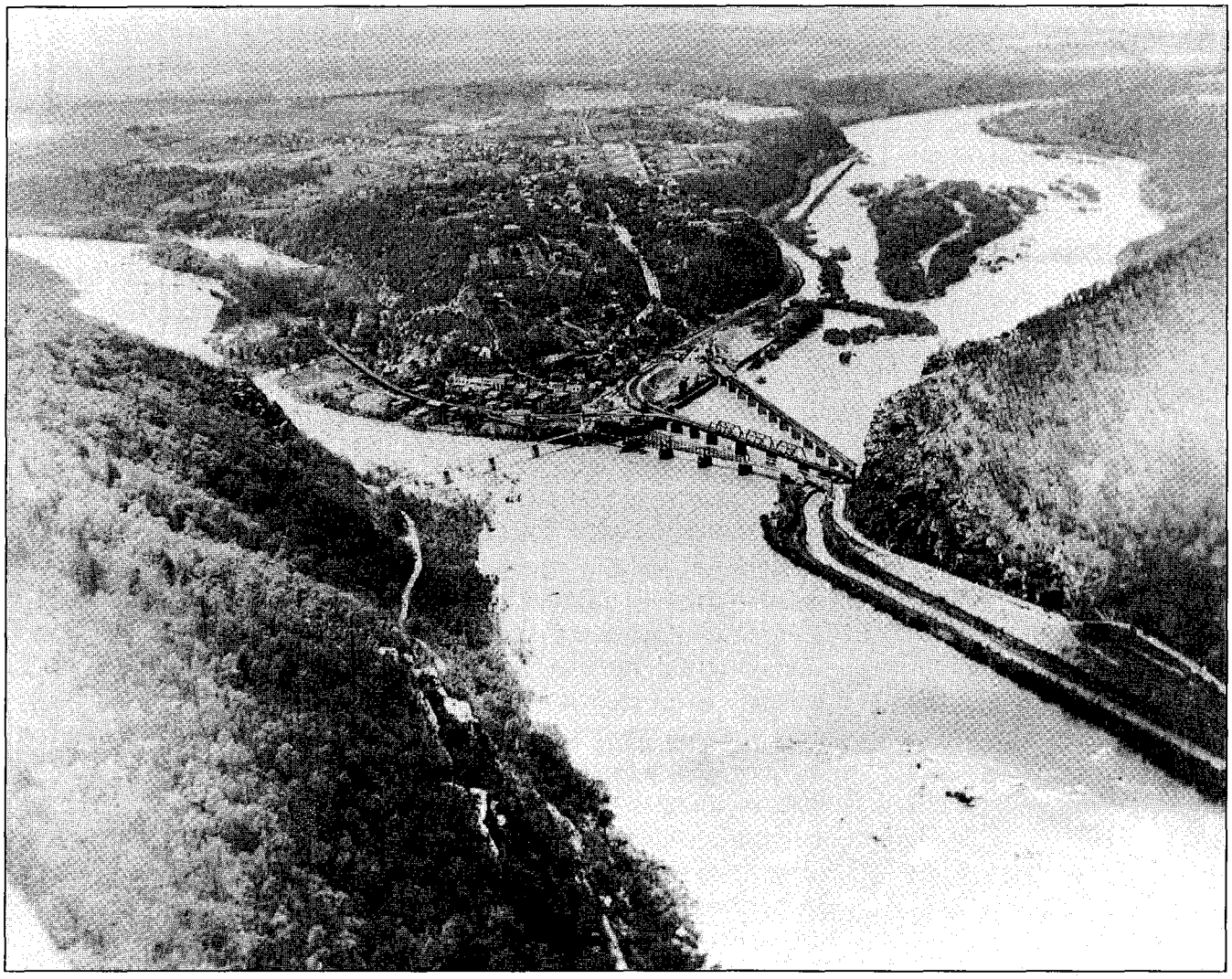
U.S. highway 340 connecting with Shenandoah Street, ca 1922. Photo file, NHF 1439.



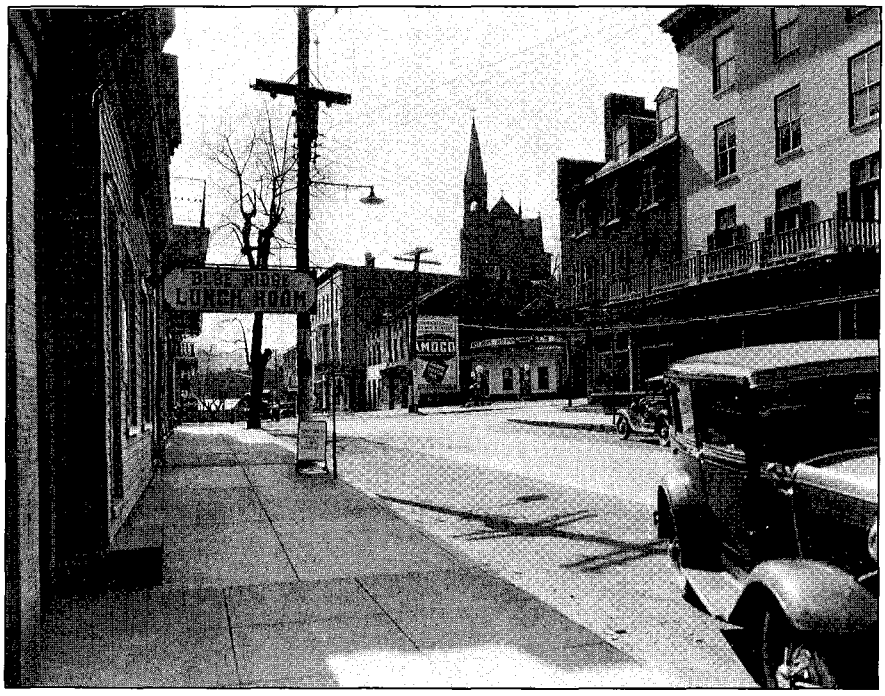
High Street with new concrete paving and curbs, ca 1930. Photo file, HF 1228.

in Bolivar, and Herr's Island Ruins on Virginius.[29] Automobile tourism, however, was oriented toward viewing history and scenery either at touring speed or at a specially designed overlook. Lower Town sites were thus at a disadvantage as the topography and the narrow streets of the community were traditionally better suited to pedestrians than to automobiles.

Many of the tourists sightseeing in Harpers Ferry by the mid-1930s were hikers following a newly designated hiking route along the Appalachian Mountains.[30] Pocket guides directed hikers to cross the Potomac on the Bollman Bridge to see the "picturesquely located" town at the "confluence of the Shenandoah River, where Virginia, West Virginia and Maryland meet," and where the "dramatic seizure" of the U.S. arsenal and arms factory by John Brown occurred.[31] The Jefferson Rock Inn, Hill Top Manor, and Mary Himes cottage on Camp Hill offered meals and lodging to hikers. The "fine outlook" from Jefferson Rock and from Hill Top were the only specific points of interest recommended.



Aerial view of new railroad bridge alignment through Lower Town, ca 1932. Photo file, HF 290.



Shenandoah Street, ca 1930s. Photo file, HF 304.

FLOOD AND DEVASTATION

Although the town economy had stabilized during the early twentieth century, floods which had historically impacted the landscape of Lower Town created a pervasive atmosphere of decline and decay through the 1920s and 1930s. Repeated flood damage discouraged rehabilitation and ultimately destroyed most of the buildings along the Shenandoah shore.

> *Then came the floods of 1924, washing away the Island Park bridge and closed [sic] the C&O Canal. Then in [sic] 1934 floods washed away the toll bridge. Another flood followed in [sic] 1937. One by one businesses were ruined and closed out. Shirley Nichols moved his pharmacy to Charles Town and the A&P Store moved to Shepherdstown.*[32]

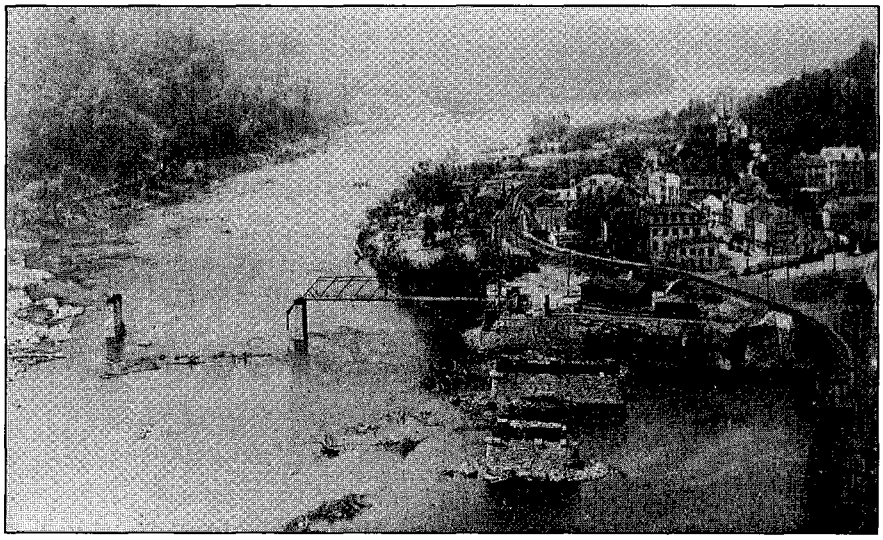
A Harpers Ferry flood was always a devastating and disheartening experience. In May 1924 both rivers rose to 28 feet above flood stage. Residences and businesses on Shenandoah Street were the most affected, with water to a depth of as much as ten feet inundating businesses and residences. Shenandoah Street residents fled their homes to friends and relatives on Camp Hill. The waters invaded the Hotel Conner and the post office next door, but did the most severe damage to buildings on the shoreline, such as the "new " creamery, which had water up to its eaves. Most businesses "sustained heavy losses," prompting sacrifice sales of merchandise ruined by the flood. The swollen Shenandoah River lifted hundreds of logs piled at the pulp mill and carried them into the streets of Lower Town where they became lodged between the buildings.[33] The fire company was called upon to pump out the buildings and hose off the mud, but much of their cleanup was hampered by debris of logs and other materials. Fears of contaminated water prompted emergency inoculations against typhoid fever and dysentery. All rail traffic was halted, which meant that assistance and aid, as well as the mail, could not be transported into the community.



Shenandoah Street during 1924 flood. Photo file, HF 305.

Two sections of the Bollman highway bridge washed into the Potomac and could not be repaired for three weeks.[34] Commerce on the ravaged Chesapeake and Ohio Canal stopped, and never resumed.

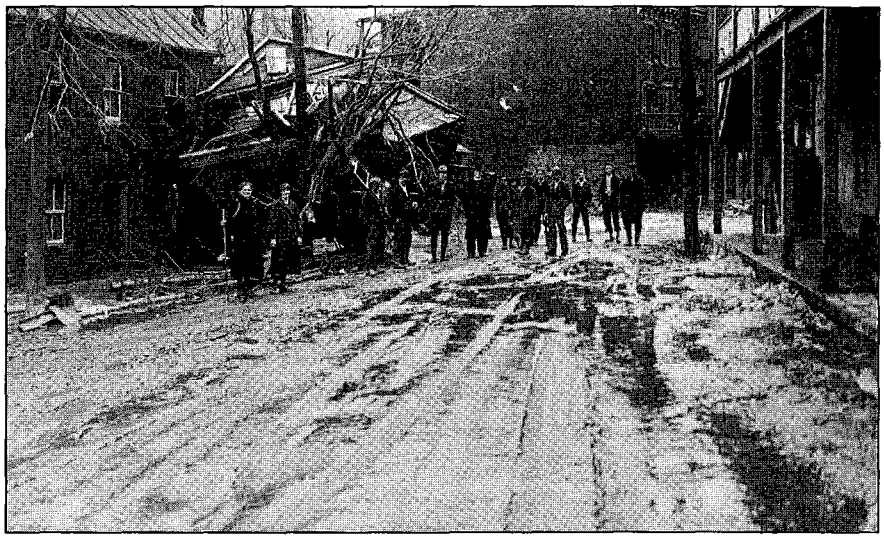
An even worse experience occurred in March 1936 when flood levels crested 36 1/2 feet over the bank. Both the Potomac and the Shenandoah rivers raged around and through Harpers Ferry. The frightening torrent, which reached almost to the height of a second-story balcony, still holds the Harpers Ferry high water record. Structures such as the old Market House and the Brewery on the Shenandoah shore sustained severe damage.[35] The pulp mill on Virginius Island was swept away, leaving only its massive stone foundations. Island Park was inundated by raging water. The Bollman Bridge was washed into the Potomac, cutting off all automobile access to Maryland. The Shenandoah Bridge also collapsed, further isolating the town from the surrounding communities.[36]



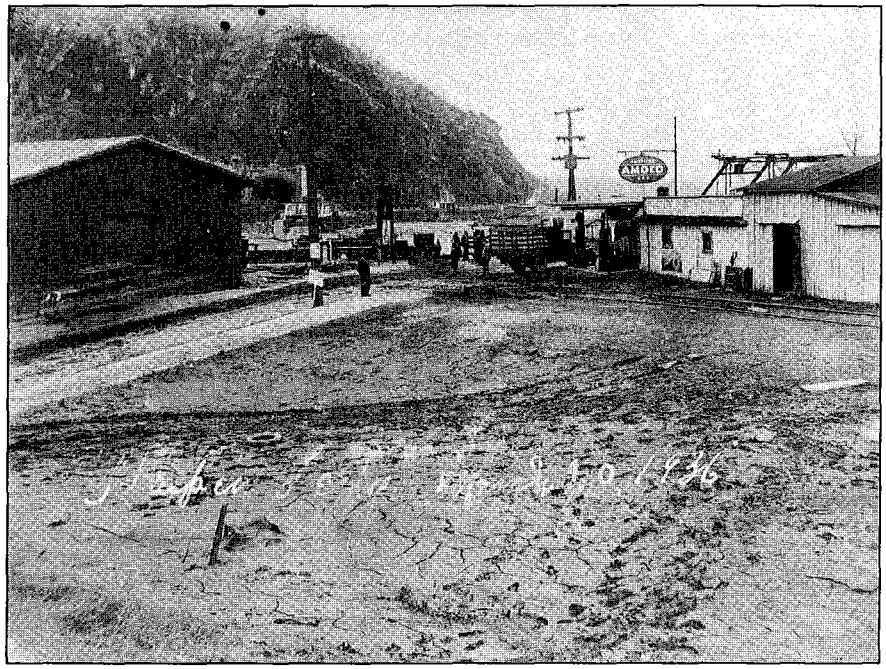
Flood damage in Lower Town showing destruction of both highway bridges after 1936 flood. Photo file, HF 1219

With both highway bridges destroyed by the flood, temporary measures were undertaken to provide transportation across the rivers. The Valley Line bridge, which had been erected in 1894 originally to serve the mainline of the B&O, was planked so that both automobiles and trains could reach Maryland. A large paved ramp, constructed on earthen fill at the east end of Shenandoah Street, guided automobiles up to the entrance of the converted bridge. On the Virginia side, the ferry was called once again into service. "Flat-bottomed and flat-ended skiffs" landed on the shore at a worn path leading from Shenandoah Street to the river, an "interesting and picturesque" remnant of earlier "bridgeless" times.[37]

Unfortunately, these supposedly short-term measures were kept in place for several years, while Maryland, Virginia and West Virginia entered protracted negotiations to restore the spans. In the interim, a flood in 1942 heaped additional wreckage along the shore.[38] When new river crossings were finally constructed in 1947 and 1949, U.S. Route 340 no longer directed automobile traffic through Lower Town. Instead, the highway curved around in a wide arc from Maryland passing over the



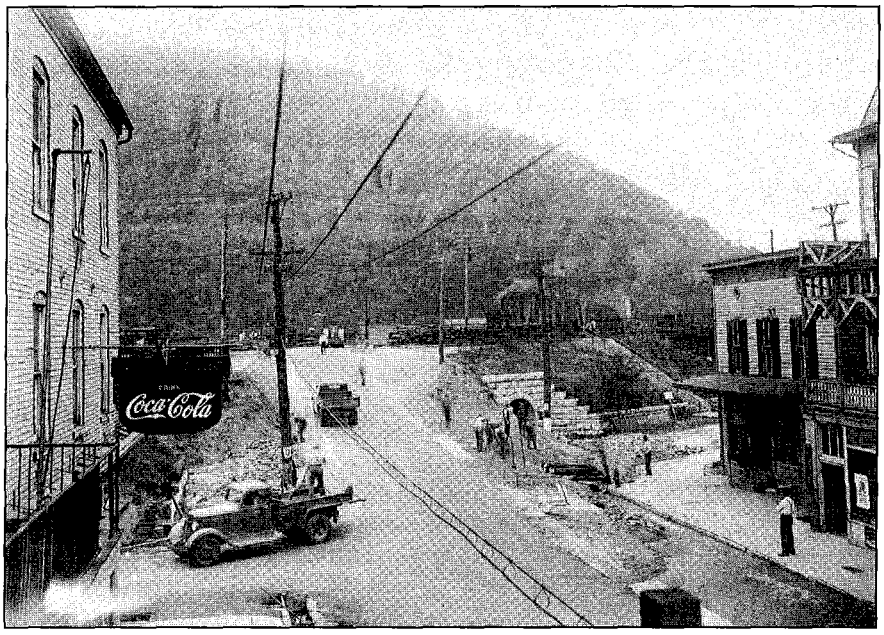
Flood damage in Lower Town after 1936 flood, near the intersection of Shenandoah and Market streets. Photo file, HF 1226.



Mud and silt near the river crossing after the 1936 flood. Photo file, HF 1216.

Potomac on a new bridge located down-river from the gap. It then coursed up the Virginia side of the Shenandoah and crossed over to West Virginia on a second new bridge. The landing for this bridge was located near the Harpers Ferry and Bolivar boundary, above the Virginius Island ruins. The completion of the new portions of Route 340 and the construction of modern highway bridges enabled interstate traffic to circumvent the narrow streets and steep hills of Harpers Ferry. In turn, the development of the highway and bridge system created new junctions and intersections outside and beyond the town.

Census figures for Jefferson County during these years also indicate the impact of the floods on the population of Harpers Ferry, with general population decreasing throughout most of the first half of the twentieth century. In 1910 approximately 765 people resided in Harpers Ferry. By 1940 the number was reduced to 665. Bolivar gained popula-



Ramped access was constructed to provide temporary river crossing for automobiles, ca 1936. Photo file, HF 1225.

tion because many businessmen and residents "deserted the lower ground along the rivers and never went back."[39]

> *Thus it has suffered so grievously from a succession of floods that the lower part of the town looks like an Italian hill village after the Nazis left, almost bereft of residents and trade alike. The little town is one of steep, narrow paths, rough winding stone steps, and tall narrow gabled houses, almost stately in their old time simplicity of line, even though half in ruins on their hillside perches.*[40]

The new bridge spans bypassed the center of Harpers Ferry, leaving only the railroad as the major point of entry to Lower Town. That depot, moved upriver in the 1931 bridge relocation, no longer connected formally with the historic and commercial core of the town. With the completion of the new bridges, Lower Town was effectively changed from a transportation junction to an out-of-the-way locality, a ghost of its former self. The buildings damaged by the 1936 and 1942 floods were, for the most part, vacant, abandoned, neglected, and never repaired.[41] Only a small hydroelectric powerplant built in 1927 on the foundation of the paper mill remained to recall the former importance of the waterpower so essential to the early industrial development of Harpers Ferry. Only the ruins of the Bollman and Shenandoah bridge piers remained to mark the devastation caused by the raging rivers.

The long-term extent of the damage caused by the Civil War and by the battering of the floods prompted the Congressional legislation, introduced in 1944 by Representative Jennings Randolph of West Virginia, to establish Harpers Ferry National Monument. With the acquisition of 1,500 acres of land, including Lower Town, Camp Hill, Loudoun Heights, Bolivar Heights and Maryland Heights, the area was once again purchased by governmental authorities. Unlike 1798, how-

ever, when the unspoiled land and rivers yielded the promise of immense waterpower, the twentieth century transaction was undertaken by the states of West Virginia and Maryland with the intention of saving a beautiful setting and preserving the remnants and ruins of history under the auspices of the National Park Service.

ENDNOTES

1 See the social columns for Harpers Ferry from the *Farmers Advocate and Spirit of Jefferson.* Typical resort information comes from items published during the seasonal months: *Farmers Advocate*, 4/24/1909, 6/07/1924, 6/14/1924, 7/05/1924, and *Spirit of Jefferson*, 9/05/1916.

2 Hill Top House brochure, c. 1910, HFB 305, HFNHP brochure collection; "In John Brown's Country," photographic illustrations of Harpers Ferry, copy on file in McDonald Collection, HFNHP. Grace Jennings Taft, "A Trip to Harpers Ferry," HFNHP to be accessioned file, indicates that photographs of Harpers Ferry could be purchased in Lower Town. Postcard views were also available; especially popular were images of John Brown' Fort on its original site. See postal cards on file, HFNHP photograph collection.

3 *Spirit of Jefferson*, 5/16/1916; p2,c4; HF330,HF 723, HFNHP photograph collection. The B&O did landscape another station area at their showpiece depot at Relay, Maryland. This precedent is used to analyze the gateway area created at Harpers Ferry. See Harwood, *The Impossible Challenge,* pp. 102-103; and John R. Stilgoe, *Metropolitan Corridor* (New Haven: Yale University Press, 1983), pp. 198-205.

4 The description of a walking tour through Harpers Ferry is derived from the Grace Jennings Taft's diary. The events recounted in this journal relate to a day trip made on the B&O from Washington, DC. There were three ways to descend from the platform: one was a long flight of stone steps onto Potomac Street, located near the B&O culvert under the embankment; the second was a long flight of wooden steps near the W&P track; the third was a sloping wagon ramp that circled the John Brown Monument. See the "Plan Showing Right of Way, Building and Tracks, Harpers Ferry, West Virginia, Office of District Engineer, February 19, 1913," HFNHP map collection. The town purchased the bandstand from the B&O; it was originally located on the railroad's Island Park. See *Farmers Advocate*, 4/16/10 ,p2,c2. The bandstand remained in Lower Town until 1922. See Sanborn Perris Map, 1922; "State of West Virginia State Road Commission, Plan and Profile of Proposed Construction, Class "A" Road, State Project 3034, Harpers Ferry to Bolivar," HFNHP map collection; and HF 437, HF 764, HFNHP photograph collection, which indicate that this is same structure currently located on the west side of High Street, Camp Hill.

5 For a discussion of the development of the postcard industry and its relationship to the evolution of photography and the changes in the US Postal system see Hal Morgan and Andreas Brown, *Prairie Fires and Paper Moons, The American Photographic Postcard: 1900-1920,* (Boston: David R. Godine, 1981).

6 Joseph Barry, *Strange Story of Harpers Ferry*, p. 150.

7 Reminiscences of William V. Marmion documented in Snell, et al., "Harper House, Garden and Furnishings." The roses were supposedly planted by his mother, Lydia Hall Marmion. The Episcopal Church had been unused since 1893; "Jefferson County Begins," HFB 151, HFNHP brochure collection.

8 Taft 1898 diary.

9 These points of interest and the descriptions were derived from the

1894 Sanborn Perris map and the Taft 1898 Diary.

10 James V. Murfin, *From the Riot and the Tumult* (Harpers Ferry: Harpers Ferry Historical Association, Inc. 1989), pp. 25, 27.

11 The Storer Catalog of 1912-13, HB 210, HFNHP brochure collection, stresses the college's accessibility via the B&O railroad.

12 See Perry Fischer et al., *Historic Structure Report, Package 116.*

13 Sanborn Perris Map, 1922; *Virginia Free Press*, 1/1/1914; and *Spirit of Jefferson*, 1/6/1914.

14 See HF 33, 79, 92, and 99, HFNHP photograph collection, of the Harper House area, which illustrate the functional uses of the yard space.

15 The 1894 Sanborn Perris map was altered in 1900 to reflect construction of Kaplon's Department Store; see also the 1907 Sanborn Perris map.

16 Deborah Hull-Walski and Frank L. Walski, "Brewing and Bottling in Harpers Ferry," HFNHP Draft manuscript. Report outlines all the corporate as well as physical changes of the bottling and brewery operation.

17 Some of these structures were built under the trestle. See Sanborn Perris maps, 1894, 1902, 1907, 1912, and 1922 for documentation on the uses of the Market House structure.

18 Analysis of Sanborn Perris maps and of historic photographs gives this composite description of the south side of Shenandoah Street.

19 HF 96, HF 295, HFNHP photograph collection.

20 This list is derived from reminiscences of Arrah Mae Lehman, in *Spirit of Jefferson*, 6/11/1981. See also *Washington Star*, 6/12/21, Sunday Rotogravure Section; and The Woman's Club of the District of Harpers Ferry, *The Mountain Echo*, August 1919, McDonald collection, HFNHP.

21 Sanborn Perris Map 1907, 1922. For a brief time in the 1930s a "creamery " was located in the brewery structure, having originally been established in the old Market House building in the 1920s.

22 For a discussion on the industrial decline at Harpers Ferry see Dave Gilbert, *Where Industry Failed.*

23 *Farmers Advocate*, 11/06/09; 2/11/09; 8/13/12. Harpers Ferry's dependence on the paper mill for electrical power was not without its drawbacks. The *Farmers Advocate*, 8/5/1911, reported that there would be no electric lights for a week as the mill would be shut down for repairs, "so dramatic a demand has never been made on the public patience."

24 Mayor Gilbert Perry in "History Awakens at Harpers Ferry," *National Geographic*, Vol. CXI (No. 3-March 1957),p. 408. "The Rolling Romance" was the title of a motion picture film produced by the B&O in 1924; scenes were filmed in Harpers Ferry in June of 1924: *Farmers Advocate*, 6/28/24. One of the promotional ways the railroad commemorated its 100th anniversary in 1927 was to issue special "blue china" for use in the dining cars. Various scenes were depicted on the borders and in the centers of plates and platters. Among them was a portrayal of the

river gap at Harpers Ferry.

25 According to the 1933 Sanborn Perris map, the Market House building was adapted into a parking facility.

26 Stilgoe, *Metropolitan Corridor*, p. 341; HF 1215, HFNHP photograph collection; and NHF 630-632, HFNHP photograph collection.

27 "State of West Virginia, State Road Commission, Plan and Profile" map, 1922; and HF 1228, HFNHP photograph collection.

28 Harwood, *The Impossible Challenge*, pp.167-168; and HF 1236, HF 288A, HF 290, HFNHP photograph collection.

29 West Virginia Writer's Project, *West Virginia, A Guide to The Mountain State* (New York: Oxford University Press, 1941.), pp. 224-234.

30 The trail route had been identified in 1934 by the Appalachian Trail Conference, with the assistance of its local affiliates.

31 Potomac Appalachian Trail Club, *The Appalachian Trail and Side Trails* (Washington, D.C.: Potomac Appalachian Trail Club, 1934), pp. 85-86.

32 Reminiscences of Arrah Mae Lehman in *Spirit of Jefferson*, 6/11/1981.

33 See Wentzell collection of 1924 flood photographs, HF1002-1018, HFNHP photographic collection.

34 *Farmers Advocate*, 5/17/1924; 5/24/1924; 5/31/1924; and 6/07/1924. *Spirit of Jefferson*, 5/17/1924; and 5/21/1924.

35 HF 710, HFNHP photograph collection.

36 *Farmers Advocate*, 3/20/1936

37 Grant Conway, "Farewell to the Ferry," in Potomac Appalachian Trail, April-June 1968, HFB 479, HFNHP brochure collection.

38 The 1942 flood crested at 33.8 feet on October 16, "Floods & High Waters At Harpers Ferry," Drawing No. 6, Flood Graph, drawer 9, HFNHP collection. Many of the Shenandoah shoreline structures inundated in the 1936 flood were damaged beyond repair in this flood. See the Nichols collection of 1942 flood photographs, HF 1405-1425, HFNHP photograph collection, as well as HF 1313.

39 Bushong, *Jefferson County*, p. 337.

40 "Potomac, River of Destiny," *National Geographic*, VOL. LXXXID (July, 1945), p. 49.

41 HF 309-318; and Henry C. Edwards and John T. Willett, "General Information on Buildings," which accompanies "Architectural Base Map," NM-HF 3055, HFNHP architect's file.

1944-Present

NATIONAL PARK SERVICE ADMINISTRATION

Congress enacted legislation authorizing the establishment of a national monument consisting of 1500 acres for the purpose of "commemorating historic events at or near Harpers Ferry." Subsequent legislation in 1963 redesignated the national monument as Harpers Ferry National Historical Park and enlarged boundaries up to 2,500 acres in West Virginia, Maryland, and Virginia.

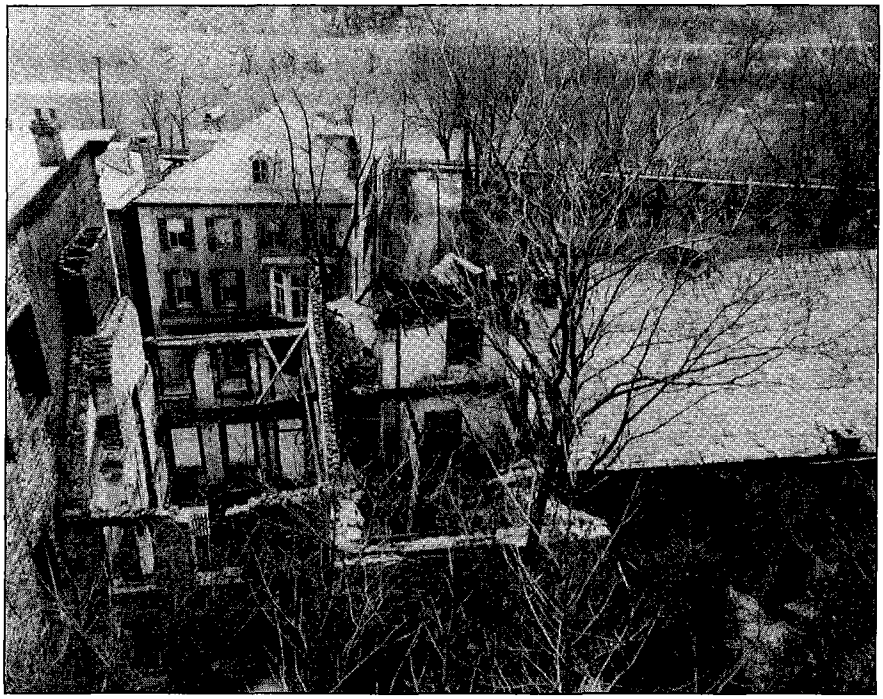
> *People from the far corners of the earth will come here to a spot of supreme interest to students of history, students of scenic beauty, and students of nature's surprising riches.*[1]

> *We're trying now to prevent further deterioration of the more substantial buildings. Many eventually will be restored as they were in the Civil War days.*[2]

During the early stages of the acquisition period between 1944 and 1953 some 619 acres, including the many lots and remaining buildings in Lower Town, were purchased by West Virginia from residents of Harpers Ferry and/or their heirs. In turn West Virginia donated Loudoun Heights, Bolivar Heights, and portions of historic Lower Town to the government for the creation of Harpers Ferry National Monument. The federal government under the auspices of the National Park Service thus regained in 1954 much of the land previously purchased from Robert Harper's heirs in 1796. After Congress authorized the establishment of Harpers Ferry National Historical Park in 1963, the state of Maryland donated an additional 763 acres of land on Maryland Heights. In 1974 the boundaries were expanded and the size of the park was increased to 2,000 acres. In 1980 the park was again expanded to include an additional 475 acres on Short Hill on the Virginia side of the Shenandoah.[3]

The creation of a National Monument at Harpers Ferry was accomplished not only through the efforts of the Honorable Jennings Randolph but also through the vision and perseverance of Dr. Henry T. McDonald, the president of Storer College. Throughout the 1930s Randolph and McDonald worked in partnership with officials of the three states to coordinate the legislation, fundraising, financing, and the donations of land necessary to preserve the history and the scenery of the river gorge. With the help of the National Park Service they gathered community support for the preservation and land acquisition plan. In the Randolph/McDonald campaign to gain community support and Congressional approval for the park plan, one favorable consideration was Harpers Ferry's advantageous location near a network of existing and proposed highways and scenic parkways. The historic town was not only situated near Route 340, but also near the existing Skyline Drive, the developing Blue Ridge Parkway, and the proposed C&O Canal Parkway. These were large federal projects that were planned to create Depression-era construction jobs and to generate future tourist economies in rural

Virginia, North Carolina, and Maryland. The Harpers Ferry historic site also stood to benefit economically from its proximity to these projects.[4]

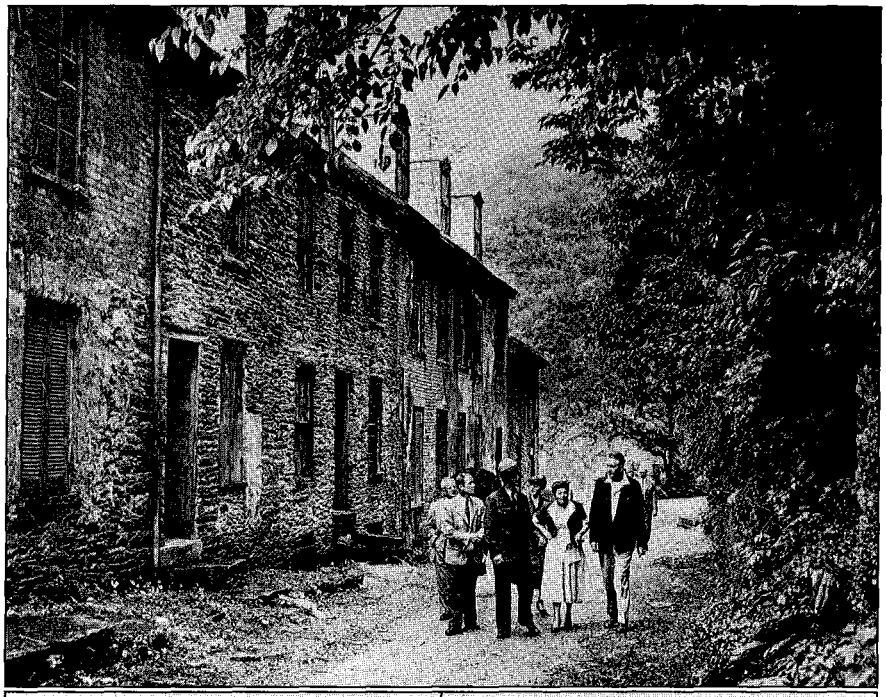


Backs of buildings 43 and 44 showing the impacts from floods and years of neglect, 1955. Photo file, NHF 526.

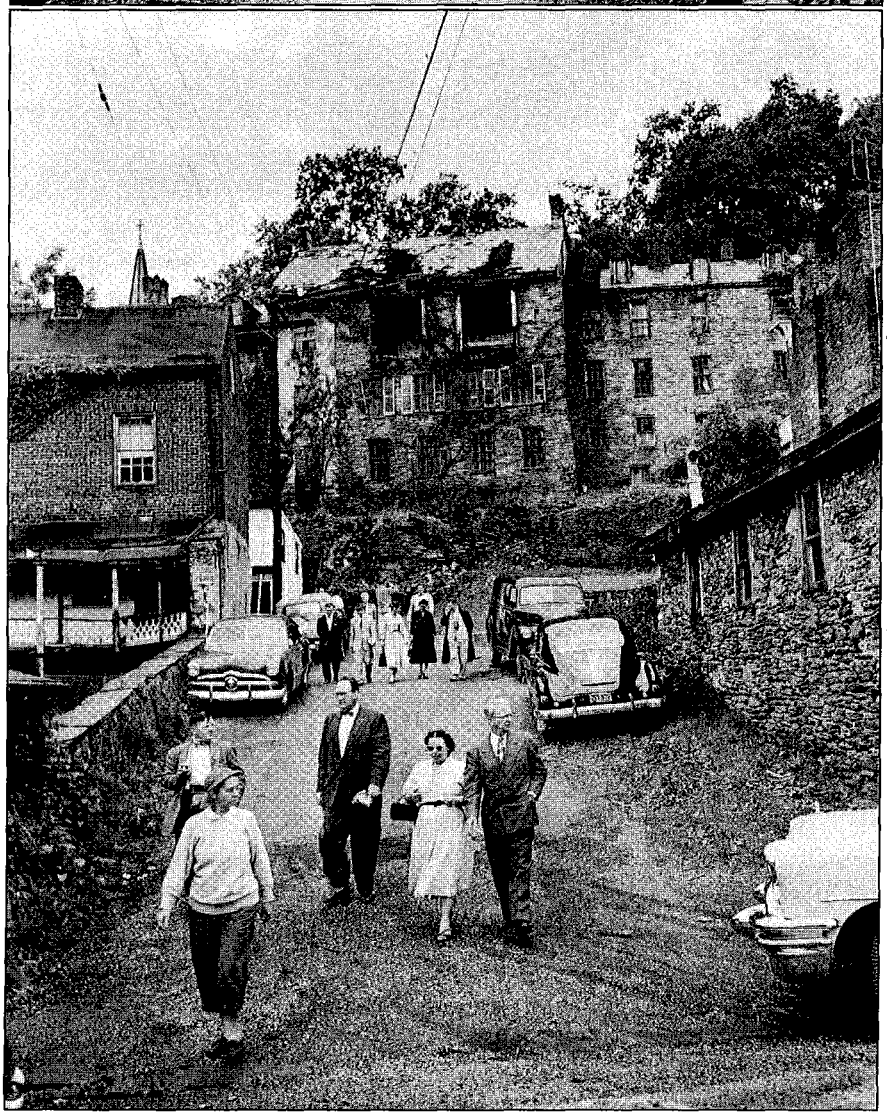
The mission of Representative Randolph and Dr. McDonald was made all the more critical by the economic decline and the physical decay of the core of old Harpers Ferry. The unfortunate condition of Lower Town after the 1936 flood was seemingly perpetuated by the lack of care and gradual abandonment of Shenandoah, Potomac, and High streets. The equally high waters of the 1942 flood wreaked the final havoc, taking down many of the 1936 ruins. What was left was a hollow landscape, spare and devoid of people. Among the remaining dilapidated structures perched several hundred pigeons, while hogs roamed unchallenged and "the odor of garbage and filth permeated the air."[5]

After the floods, and before the federal acquisition, some unstable properties were taken down by local landowners. Most notable was the main portion of the Hotel Conner, on the south side of Shenandoah Street, which was dismantled sometime between 1937 and 1938. Another demolished property was the stone jail near the Shenandoah Street cliffs, which the town had removed in 1950.[6] The vacant lots created by removing prominent structures left large physical as well as historical gaps in the town's pre and post-Civil War landscape.

In 1955, the National Park Service assessed the condition of fifty-four structures in historic Lower Town. Some of the oldest buildings were missing roofs and windows; others had simply deteriorated from neglect and were determined unstable. Although some buildings were relatively sound, almost all reflected flood damage inside and out. As part of the assessment each structure, from the impressive Harper complex to "insignificant" outbuildings, was given a Park Building



Public Walk and Marmion Row, 1955. Photo file, HF 319.



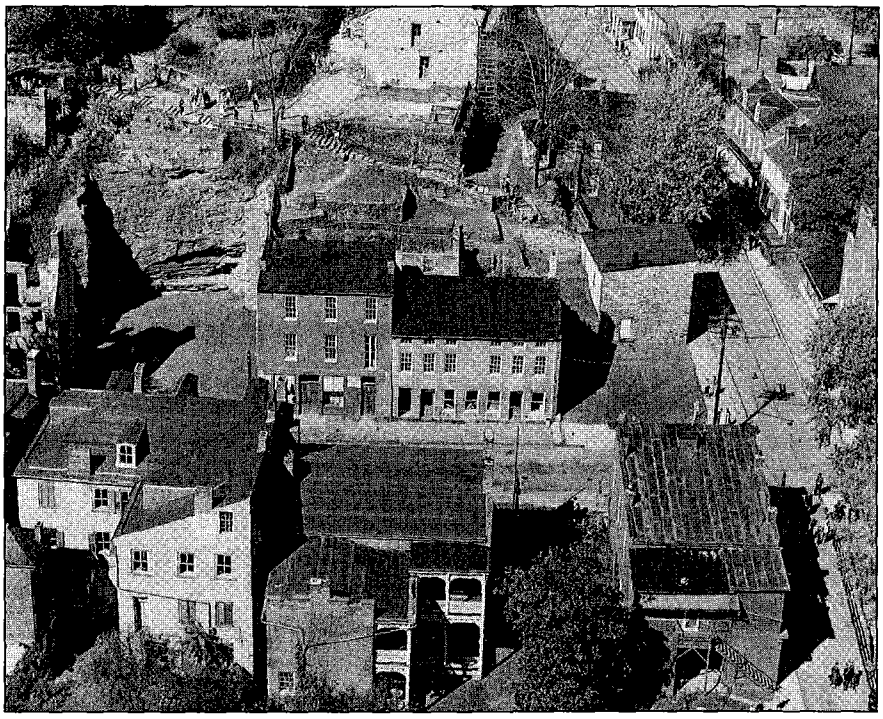
Structurally unsound buildings on High Street. View from Hog Alley, 1955. Photo file, HF 312.

number and a name, based on historical association.[7] In the short term, the Park Service rehabilitated structurally safe buildings to use as park headquarters, a maintenance shop, and the superintendent's residence.[8] Other buildings were stabilized, often being given new roofs, until historical research and recommendations for preservation treatment were completed.[9]



View of Shenandoah Street showing poor condition of several buildings. Three story building on north side of street is the former Kaplon department store. Photo file, HF 311.

The restoration policy for the park focused on the treatment of historic buildings and the presentation of two significant historical events in the development of Harpers Ferry: John Brown's raid and the Civil War. Accordingly, a Lower Town setting of 1859-1865 was selected to demonstrate the raid and the war. While this period allowed for interpretation of a secondary theme, the industrial history of the Armory Era, it did not provide for interpretation of events after the war. As part of the 1859-1865 restoration concept, all post-Civil War structures in Lower Town were thus slated for removal.[10] Between 1956 and 1959 twenty-two structures were removed from Lower Town. Among these were Kaplon's department store and the block of two and three-story establish-

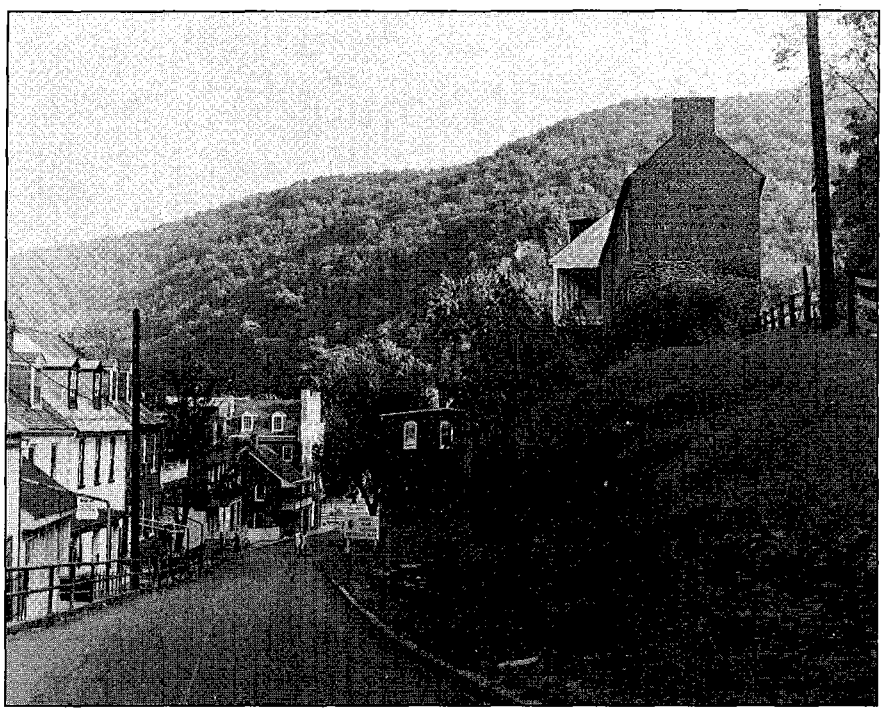


Aerial view towards the north side of Shenandoah Street after the removal of Kaplon's department store, 1959. Photo file, NHF 3281.

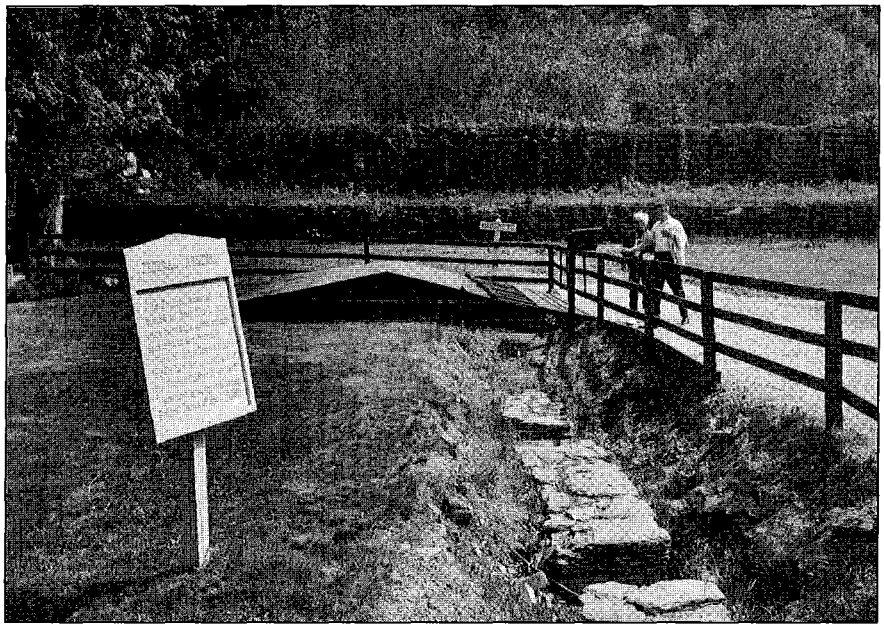
ments and outbuildings erected in the old arsenal yard, extending from the Hotel Conner annex at the southeast corner of Shenandoah and Potomac streets to the new master armorer's house, or, the later Hurst residence.[11]

Removal of additional structures in Lower Town created larger gaps in the town's landscape. Several vacant lots existed where buildings constructed in the last decades of the nineteenth century once stood. Not only were the commercial buildings located on the arsenal yard gone from the south side of Shenandoah Street, but also gone were the two church buildings belonging to St. Peter's on the north side of Shenandoah Street. On the Shenandoah River side of the street ruins and debris from flood damaged structures (mostly residences) were removed, leaving little above ground evidence of the former streetscape. At the conclusion of this restoration phase in 1959, only two postwar buildings remained on Shenandoah Street. Both were on the south side: one was park building 26, which was the Park superintendent's residence, and the other was park building 33, which was designated a "Flood Buffer Building" at this time.[12]

During the 1960s and 1970s, a second phase of preservation for the historic area was initiated. Structures and vacant spaces alike were subsequently restored or reshaped according to the pre-Civil War design concept. In other instances, stabilized ruins were enhanced to be used as both an interpretive tool and a physical marker delineating previous structures. One of the last remaining post-Civil War structure (park building 26) was removed from the old arsenal yard area to create an open park setting which was called Arsenal Square. Here, the stone base of the 1822 fence along Shenandoah Street was delineated at contemporary street level and the foundations of the arsenal storehouses and

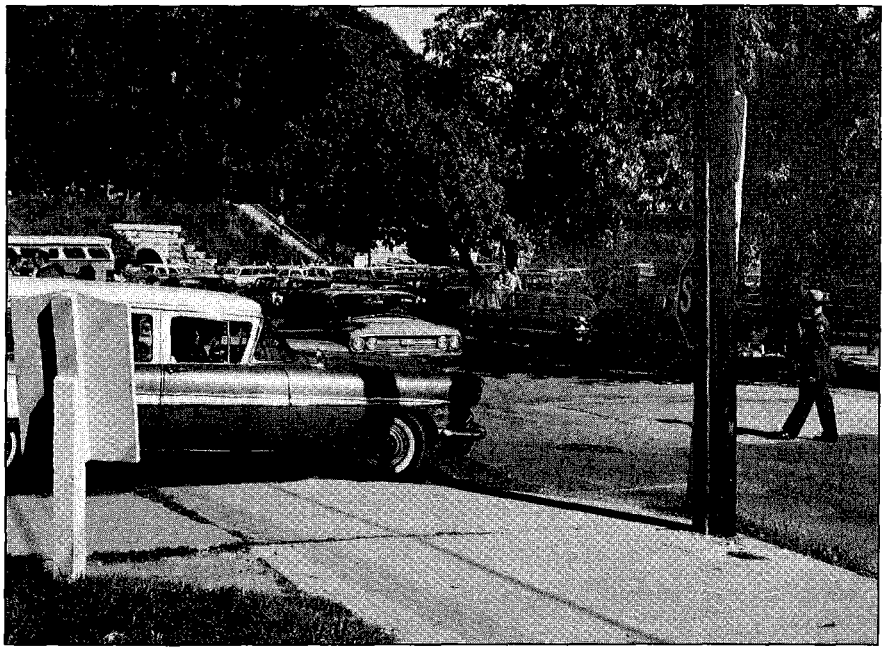


View down High Street, 1970. Photo file, NHF 3290.



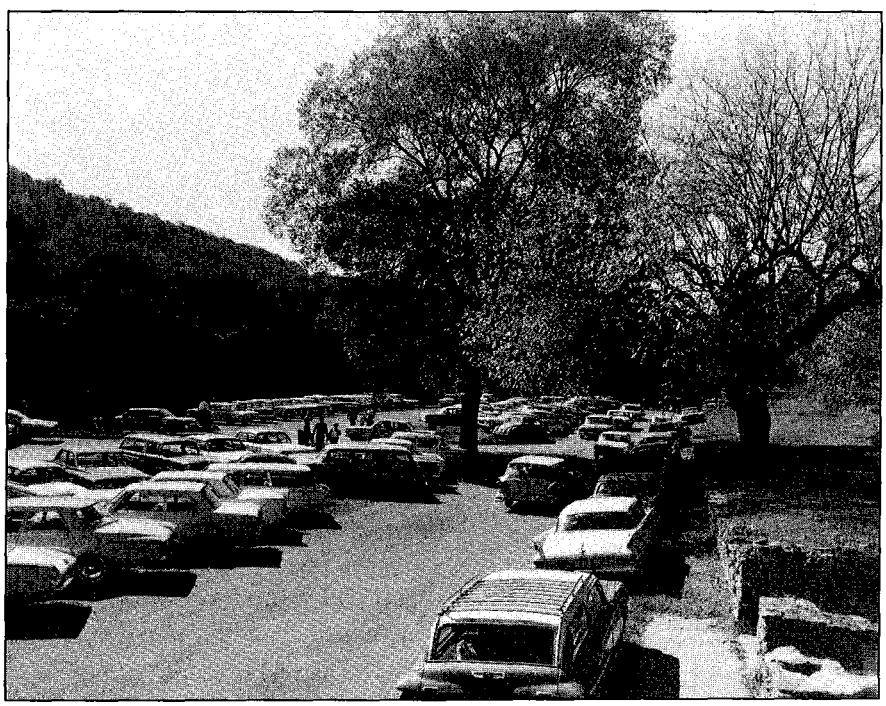
Small arsenal building site marked for interpretive purposes in arsenal yard, 1969. Photo file, NHF 3239.

offices were excavated and partially exposed or "brought up to grade" for interpretation purposes.[13] The foundations and lot lines of postwar commercial establishments were buried under lawn. Today the physical record of the newer structures can only be determined in the geometric undulations of the land and in outlined rectangles of parched grass that surface during periods of drought. On the western side of High Street the old debris of long-toppled pre-war buildings and a turn of the century frame "Gospel Chapel" were completely cleared away to show sections of raised foundations as documents of former residences and stores. Other open spaces, created by the clearing of collapsed outbuildings and longstanding flood debris, were devoted to parking lots for park visitors.



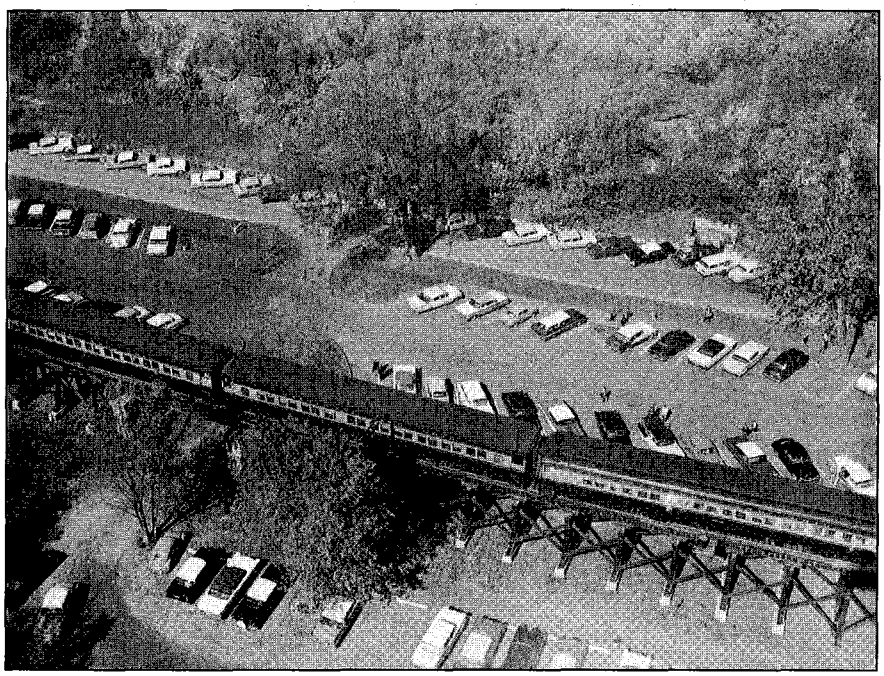
Visitor parking area in arsenal yard, ca 1956. Photo file, NHF 2399.

Originally, public parking was assigned to flat land on the southern side of Shenandoah Street. One lot, first used in 1955, was at the northeastern corner of arsenal yard. The second two lots were opened in 1957 on the "Point" and on old Government Block C, between Market and Bridge streets, north of the W&P trestle. As park visitation increased, additional open space on both sides of the W&P trestle was converted to parking. To construct parking lots, mature twentieth-century vegetation growing along the shoreline and on the sites of former Shenandoah Street buildings was cut down. With the removal of vegetation for the establishment



Parking lots eventually covered the entire area between Shenandoah Street and the river, 1963. Photo file, NHF 2403.

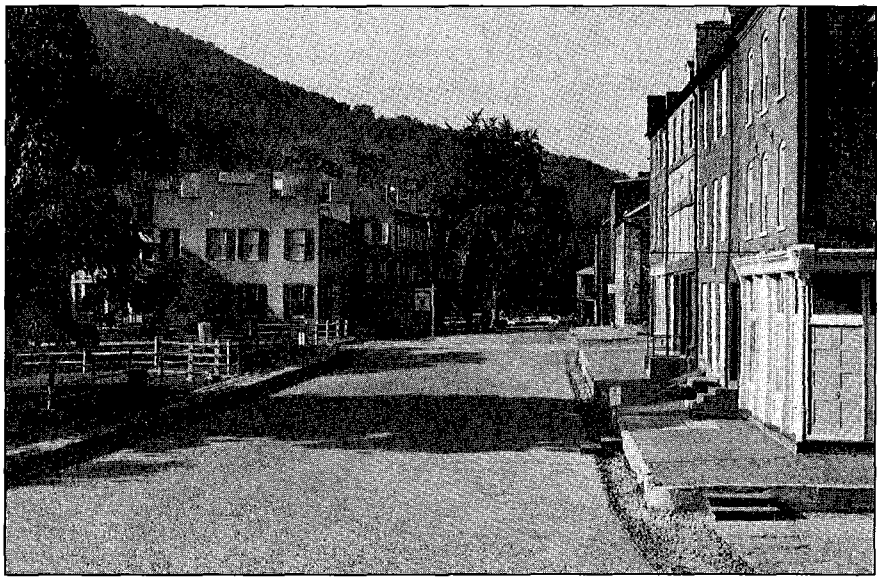
of the lots, views through to the water were unintentionally created, allowing the sweep of the two rivers to become a more prominent feature from within the town. This change in the landscape was especially true at the " Point," where the Potomac joined the Shenandoah.



Aerial view of parking in the Hamilton Street area. Photo file, NHF 1375.

By 1963, during the summer months and at peak "fall color," visitor lots had become inadequate for the number of vehicles and as a result overflow automobiles were parked on both sides of Shenandoah Street. Because preservation plans for the "Point" area and the arsenal yard necessitated the removal of the first two visitor lots, additional parking areas along the old W&P trestle were created. When the last Lower Town lot was opened in 1965, parking for tourists extended along the southern side of the trestle across old government lots A through F, and along the northern side between Market and Tell streets.[14]

In determining uses for the remaining buildings in Lower Town, the Park Service continued to focus on the historic character of Lower Town between 1859 and 1865. With the decision to focus the interpretation on these years alone, it was not possible to present a complete overview of the community's development. While the preservation program for historic structures did not have the same large scale impact on the landscape as did the removal and clearing or ruins, the overall architectural composition and period restoration did make a strong thematic impact consistent with Park Service goals. The initial objective of the Park Service was to create a town scene of restored buildings, streets, and walks as they existed in 1859.[15] Several buildings were designated for museums and exhibits, others to feature appropriate 1859 commercial and residential functions, and yet others were for visitors: "comfort stations," interpretation areas, and "gathering places." Inter-



Shenandoah Street looking west from Potomac Street. Arsenal yard is on the left, 1972. Photo file, NHF 3391.

spersed among the public buildings were those assigned to the Park Service for administration, research, interpretation, maintenance, and residential quarters. These buildings retained a historic exterior and their facades were, in themselves,

> *full scale, in-place museum exhibits which constitute the scene and contribute to the value of the visitor's stay at the Monument. If the buildings can also be utilized for some use compatible to the purpose of the Park, it is an added advantage.*[16]

Concerns about the safety of buildings and property from damages brought by the inevitable Lower Town floods dictated that administrative and research functions be located on high ground.[17] The overall effect was to create a mixed-use community, much like the earlier residential/commercial use that, under the National Park Service, was oriented toward both the visitor and operational needs associated with maintaining the park.

Every-day life in an historic village however, was not without its difficulties. As early as 1958, one official recommended that all employee's quarters be "removed from the Old Town Sector and located in an area not greatly used by visitors or of prime historical importance."[18] Another suggested that the Park Service acquire the remaining private dwellings in the historic Wager reservation to "protect the Monument from adverse uses," and to provide a quasi-public area for concessions and tourist establishments.[19]

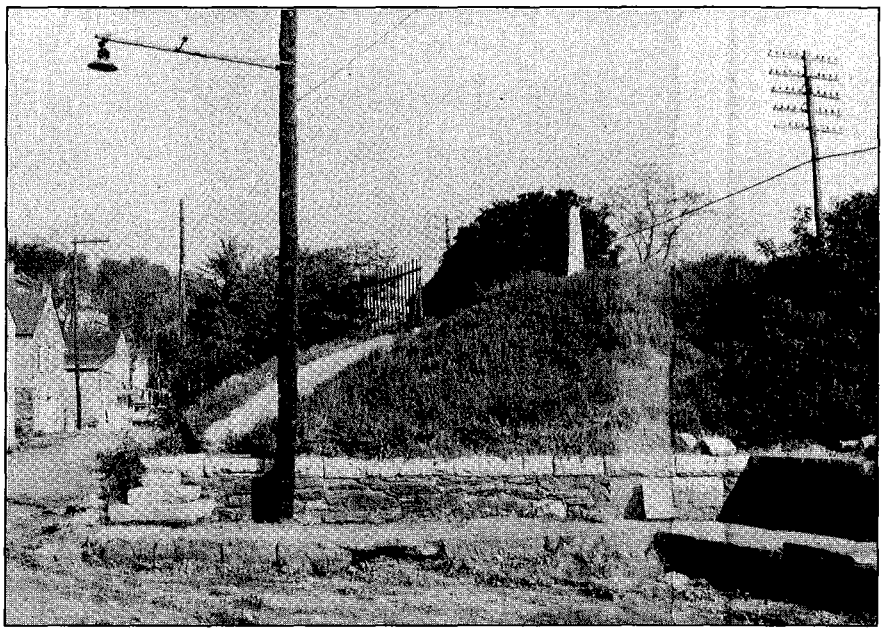
Among the important thematic design elements implemented in the landscape were the repaving of the streets, the installation of the sidewalks, and the construction of gutters along the curb. Using information obtained from archeological investigation and documentary research, the Park Service regraded a portion of Shenandoah and Potomac streets in 1976, and resurfaced the streets with a macadam paving similar to the material used for the Charles Town, Smithfield & Harpers Ferry



Archeological investigations to determine historic street grades and material surfaces, ca 1960. Photo file, NHF 2094.

turnpike in the 1830s. Stone rubble gutters were recreated on both sides of Shenandoah Street. Sidewalks of large rectangular stones were planned for Potomac Street, from park building 7 south to the arsenal yard, and on Shenandoah Street between Potomac and High streets. Crosswalks at Potomac and Shenandoah and at Shenandoah and High were constructed of shale. As executed, the stone sidewalks were only installed on the south side of Shenandoah and the crosswalks were omitted altogether. High Street from park building 16 south to Shenandoah Street was restored later, between 1978 and 1979. The completed rubble gutters and the macadam surface, however, contribute significantly to the Lower Town streetscape. Also between 1978 and 1979, the macadam paving and the two rubble gutters were extended further along the western portion of Shenandoah Street as far as Park Building 45. [20] The light sandy color of the stone rubble in the gutter at the northeastern corner of High and Shenandoah Street marks the newer construction work.

Complicating the development of the park to the 1859-65 period were the condition of those features that had historically influenced the Harpers Ferry landscape, but remained in private ownership, or were no longer extant. Although the federal government had obtained much of the former armory on Virginius Island and along the Shenandoah River, these areas contained little above ground evidence of the federal presence there in the nineteenth century. The ruins of the rifleworks and the armory dwellings had been destroyed by floods and silted over long before the Park Service assumed jurisdiction. From the Park Service point of view, some of these areas became viable locations for the installation of visitor parking lots.[21] The B&O railroad track, station, embankment, the W&P trestle and wall, and the ruins of the former



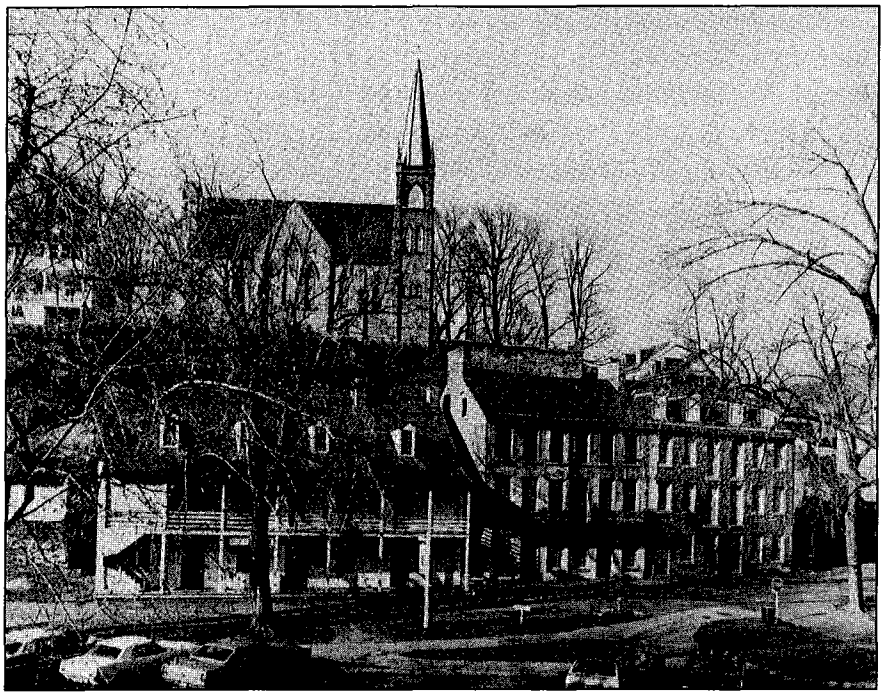
View of the railroad embankment and John Brown Monument, 1965. Photo file, NHF 2738.

musket factory were in 1955 outside Park Service jurisdiction. The musket factory site had been maintained throughout the century by the railroad as part of a long standing monument area that included the John Brown obelisk, the five iron tablets and an ornamental garden.[22] Unfortunately, by the 1960s the embankment and garden area were overgrown and unsightly. While the garden originally featured the rectangular foundations of armory workshops, a historic marker, large masses of ornamental shrubs, and several strategically placed Lombardy poplars, by the 1960s the garden's design was barely discernible.[23]

> *The foundations of some of the rectangular armory buildings may be seen on the Potomac River side of the town in a sunken garden (neglected in 1965) adjacent to the relocated railroad station.*[24]

Another area of concern was the site occupied by St. Peter's Roman Catholic Church on the hillside above Lower Town. The boundaries of the Park are drawn around the church property, creating an island within the historic core. The overall visual effect on the historic area was minimal. Both the early-nineteenth and turn-of-the-century designs of the Church's steeple and architectural facade have always been and continue to be an integral part of the landscape setting and a distinctive skyline characteristic of Harpers Ferry. In the later part of the twentieth century, however, automobile access for St. Peter's parishioners has infringed upon several park areas, particularly the trail to Jefferson rock, the Harper house, yard and garden, the Public Walk, and the Stone Steps. To accommodate spaces for church parking, the sloped terrace of the fourth and highest level in the Harper yard (Wager lot 44 and 45) was filled to meet the upper grade and reinforced with a retaining wall.[25]

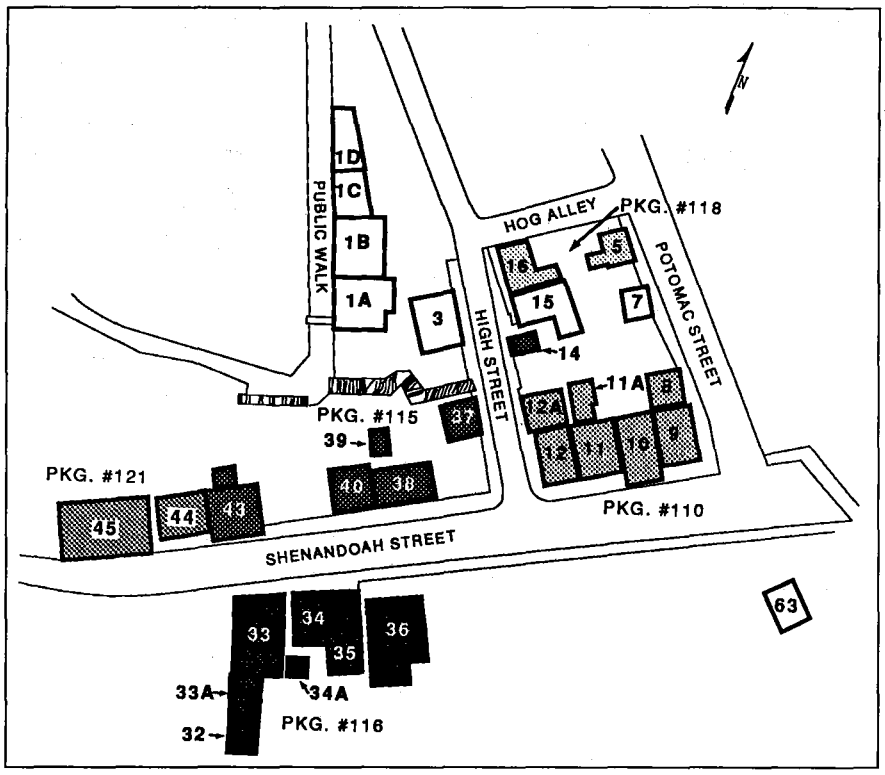
In 1960, Storer College on Camp Hill also became the property of the National Park Service. The school had been in operation for



St. Peter's Roman Catholic Church on the hill above Lower Town, 1971. Photo file, NHF 3371.

nearly a century, but with declining enrollment and financial problems and with the end of legal segregation in 1954 the institution had closed in 1955. The Storer campus and buildings were converted for use by the Park Service as a training center, a museum, administrative offices, and residential quarters. The John Brown fort, located at Storer since 1910, was also part of property transfer. While the hopes of returning the small brick engine house to its original site buried under the B&O embankment were not realized, the structure was relocated in 1968 to Lower town, on a spot in the arsenal yard, opposite its historic location. As the Park Service worked to complete its program of preservation, restoration and rehabilitation, a contemporary interpretive route through Lower Town was established. This pedestrian path emphasized entering Lower Town by automobile. The modern tourist entered Harpers Ferry National Historical Park from the west at the Route 340 bridge crossing, near Union Street and followed the river downstream to Shenandoah Street, as it passed through the corridor created by the high cliffs on the left and Virginius Island on the right. The ruins of the post-war pulp mill industry were most evident from the road, but the more concealed ruins of the rifleworks, the flour mills, the cotton mill, and the Virginius community were not readily apparent from an automobile. This passage provided "a pleasant transition from twentieth century living to the historic town setting." [26] The entry point, or gateway into Harpers Ferry was reached when a curve to the southeast revealed the town scene, a former armory dwelling on the left, the W&P trestle on the right, and a streetscape of nineteenth century buildings beyond. The large parking lots between Shenandoah Street and the river were the primary staging area for greeting the tourist. Literature obtained from the visitor's center, across Shenandoah Street (Building 45) and interpretive wayside signs guided

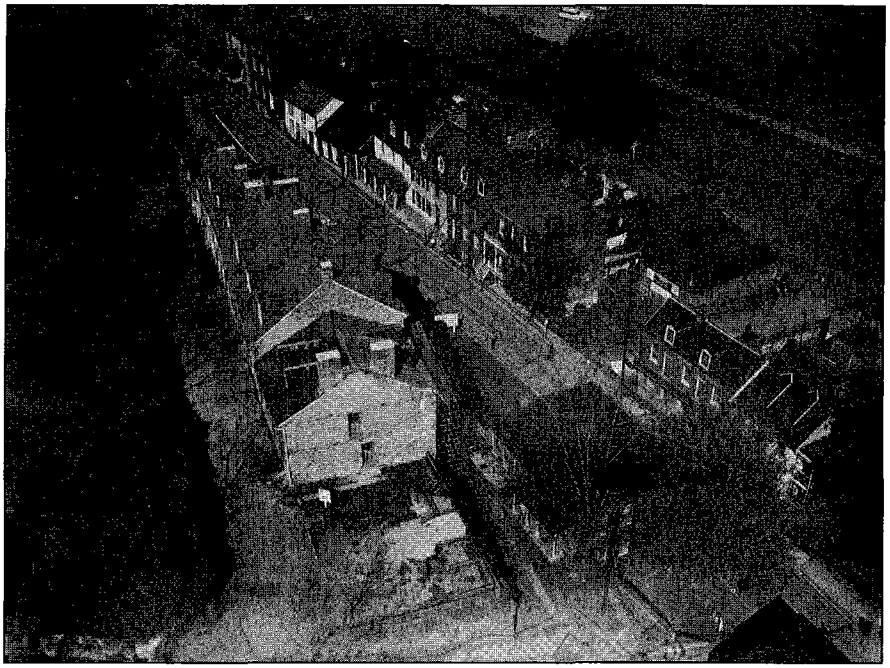
tourists as they walked along the southern side of Shenandoah Street, past the arsenal foundations to see the John Brown fort and on toward "the Point." The return loop followed the northern side of the street, up High Street to the Harper House and then to Jefferson rock. Near Jefferson rock an additional wayside explained the history of the rifleworks, which in an earlier era was prominently visible below the rock.



Building packages were used to organize and consolidate preservation work throughout Lower Town.

As part of the overall preservation work in the park, several developmental programs were conceived and initiated by the Park Service. Significant building clusters or blocks containing related historic structures were grouped and designated as "packages," with specific tasks and timetables for implementing preservation treatments. These packages provided the framework for completing the necessary archeology, historic research, design, and construction relating to each structure. Once these timetables were formalized, zones of preservation, stabilization, restoration, renovation or rehabilitation were established throughout the historic core.[27]

The first buildings to receive preservation treatment included the Harper House and associated buildings along Marmion Row. Although exterior stabilization was initiated in 1957 archeological investigations and historical research were not started until 1959. The entire restoration project was completed in 1967.[28] Almost simultaneously work was started on the southern edge of the Wager reservation. In the block bounded by High Street, Shenandoah Street, and the cliffs, exterior restorations began on several structures. Restoration of other buildings on the south side of Shenandoah Street, and on the north side between

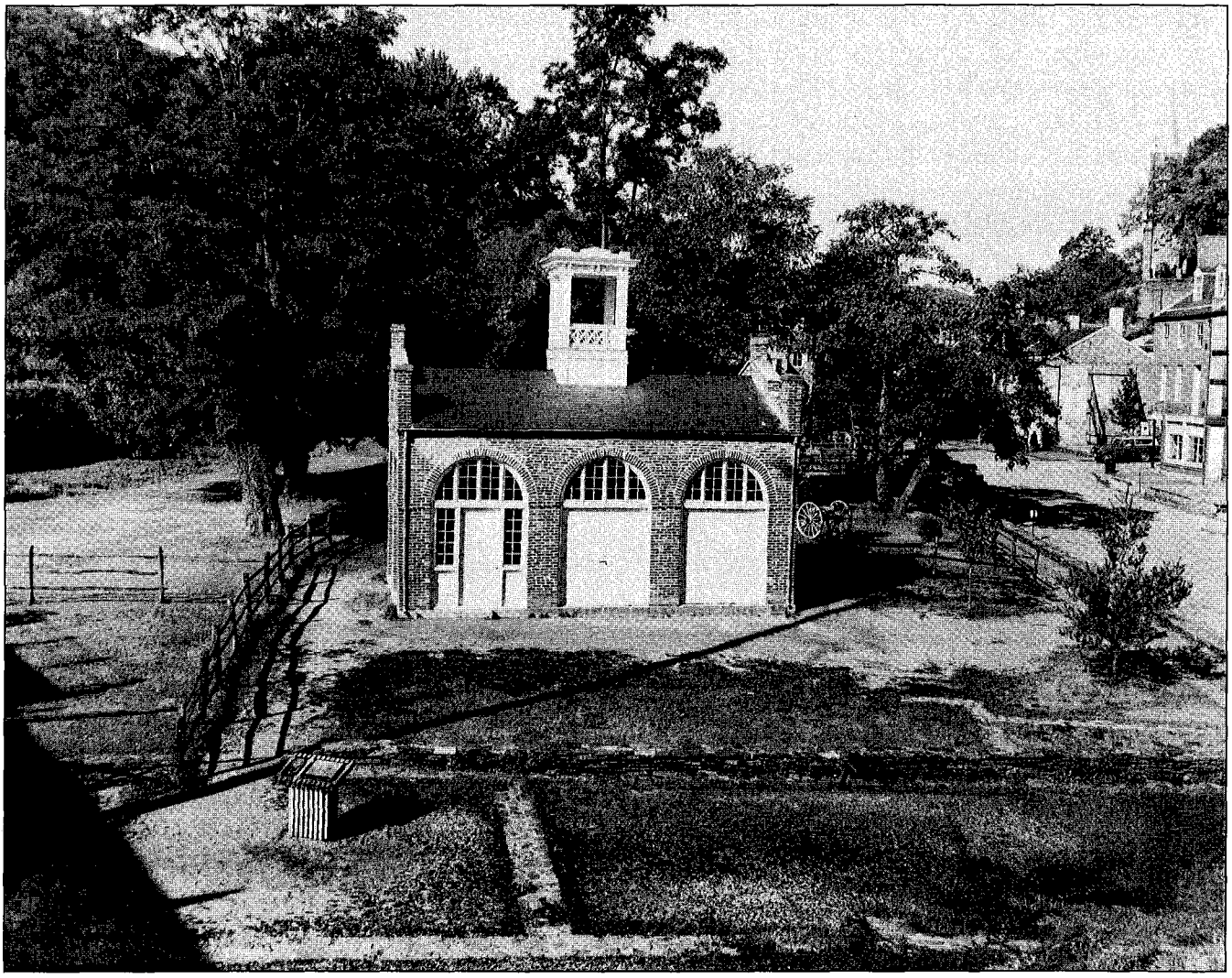


Aerial view of Marmion Row and High Street, 1959. Photo file, NHF 1379.

High and Potomac streets were also started. Other treatment areas included additional structures on Shenandoah Street, individual buildings on High Street, and the armory residences given to Storer College in 1867. Work on Package 110, initiated between 1976 and 1980, has been completed.[29]

One secondary aspect of the preservation of the Lower Town was the assimilation of contemporary descriptions and characteristics into the historic nomenclature. The barren, exposed area at the peninsula, once crowded with bridge ramps, rail tracks, stores and hotels and referred to as the Ferry Lot, has only recently been called "the Point."[30] Here the historic confluence of the Shenandoah and Potomac rivers is visible and the ruins of old walls and bridge piers are evidence of the earlier physical history. On the site of the former arsenal, partially exposed foundations and the relocated John Brown's Fort are monuments defining the "Arsenal Square." Legend and folklore contributed to other changes. The alley created by the purchase of Wager lot 17 in 1856, which connected High Street with Potomac, had in the post-war era been called Wager Alley and later Jones Alley, after the adjacent Jones livery stable that fronted on Potomac Street. Presently it is known as Hog Alley, nomenclature derived from a turn-of-the-century description of hogs roaming the streets of Harpers Ferry.[31] References in the post-Civil War tourist literature to the "Bloody Stone Steps" defines and describes their legendary role during the war, but ignores their long-standing use as a pedestrian passage up the cliffs.[32]

The role of the greater community in the preservation process has also evolved throughout the Park Service era. In the early stages, important historical information was collected from the immediate Harpers Ferry-Bolivar area. Oral histories, personal memorabilia, photographs, and written recollections given by residents supplemented



John Brown's fort on the corner of arsenal yard, 1977. Photo file, NHF 3754.

the work of Park Service historians and archeologists.[33] Volunteer organizations offered their services and individuals donated decorative furniture and objects to enhance historical displays.[34] Nearby merchants and restaurateurs continued, as they did throughout the nineteenth century, to prosper by catering to the traveler and the tourist.[35] Although the B&O railroad ceased to bring day trippers and excursion passengers, the present popularity of Harpers Ferry as a destination for tourists traveling by automobile and for recreational hikers walking the Blue Ridge has resulted in increasingly large numbers of park visitors.[36] When the Appalachian Trail was rerouted across the Potomac River through the historic area in 1985, a new pedestrian route designed specifically for hikers was created. Previously, with the opening of the highway bridges in 1947-49, the trail had directed hikers around the peninsula, with the recommendation of a detour or side trip into the town. Through the coordinated efforts of the Appalachian Trail Conference, the Park Service and the railroad, a footbridge was installed using the tracks of the 1894 rail span. The present hiker's route thus revives the historic crossing from the Maryland shore and follows part of the

prescribed Park Service path along Shenandoah Street, up the Stone Steps to Jefferson rock where it continues toward Appalachian Trail headquarters on Camp Hill.

In the more recent years, the same popularity of the park which inspired the realignment of the Appalachian Trail through Harpers Ferry, has also brought greater challenges to the Park Service. Many of these were outlined in a 1980 Development Concept Plan. Not only is the increased use of the park by Appalachian Trail hikers of concern, but the ever-growing use of the park for outdoor recreation in general has influenced new directions in park management. This aspect has been especially pertinent since 1974, when legislation authorized the park acquisition of additional shoreline and forest lands. The need for enlarged scenic boundaries and wider buffer zones has extended beyond the limits of the original Wager reservation to include the surrounding hills and areas of Jefferson County, where commercial and residential real estate development presents additional pressure on park holdings. Within Lower Town, the impacts associated with accommodating large numbers of seasonal tourists, and the resulting traffic congestion, have led to the removal of public parking from the historic area and installation of a bus system which shuttles visitors between a drop-off zone in Lower Town and satellite parking at the visitor center on Cavalier Heights. Changes in the interpretation of historical events and in the public's understanding of what is historically significant have also affected the way public space is utilized. Reevaluation of the uses of and the relationships between historic structures is ongoing. New approaches in the scholarship of industrial, social, and cultural history are also providing the opportunity to incorporate the discussion and portrayal of nineteenth-century factory life and the history of Storer College more fully into the interpretive program for the park. In addition, the flood story and the natural history of the park are slated to receive additional emphasis.[37]

ENDNOTES

1 Dr. Henry T. McDonald in Murfin, *From the Riot and The Tumult*, p. 29.

2 Dr. J. Walter Coleman in Vokmar Wentzell, "History Awakens at Harpers Ferry," *National Geographic*, Vol. CXI (No.3 - March 1957), p. 416.

3 "Development Concept Plan," Harpers Ferry National Historical Park, United States Department of Interior/National Park Service, NPS 1599, 1980.

4 McDonald file, HFNHP collection, unlabeled newspaper clippings from 1936 which outline many of the ideas expressed here. These news items were all apparently written before the 1936 flood. The importance of Federal Parkway construction to rural areas during the Depression is discussed in Harley E. Jolley, *The Blue Ridge Parkway* (Knoxville: University of Tennessee Press, 1969).

5 Albert W. Atwood, "Potomac, River of Destiny," *National Geographic*, Vol. LXXXVID (July 1945), p. 49; and Murfin, *From The Riot and The Tumult*, p. 29. The 1950 census figure for Harpers Ferry was 650.

6 *Jefferson Republican*, 2/09/50.

7 HF 300-318, HFNHP photograph collection, 1955.

8 "General Information on Buildings," HFNHP architect's file. Headquarters was Building 36, the maintenance shop was Building 37, the superintendent's residence was on the upper floor of Building 3.

9 Building History Data File, HFNHP architect's file, documents the individual preservation treatment of each structure.

10 See "Weekly Report- Historic Structures - February 8, 1957," HFNHP architect's office.

11 See Architectural Base Map of Harpers Ferry, NM-HF3055, which accompanies "General Information on Buildings"; and see " Weekly Report - Historic Structures - February 8,1957, HFNHP architect's file. The Kaplon building was demolished throughout 1956 and 1957 according to Building History Data File.

12 Demolition dates have been gathered from Building History Data File, existing conditions of buildings gathered from the "General Information on Buildings," the designation of "Flood Buffer" comes from "HFNHP Lower Town" sketched map, HFNHP architect's office, which designates NPS building numbers and names.

13 For the demarcation of historic structures on arsenal yard see archeology reports by Edward McMillan Larrabee, 1955; Bruce Meyers, 1965; and J. Duncan Campbell, 1965 in HFNHP archaeology file. That the modern street grade is much higher than the historic is a significant aspect of the above-ground archaeology. As noted by Snell, "Old Arsenal Square," p. 71-72, Shenandoah Street was historically higher than the original level of arsenal yard. Pre-Civil War renovations of the yard attempted to rectify the four foot difference between the street and the yard. Present-day assessment of the grade level of other shoreline areas must take into account the changes in surface over time.

14 Drawing Set for 1964 Master Plan, HF 3006-A; Parking Lot sketch map, HFNHP Natural Resource Specialist's file; and NHF 1372, 1375, 1378, 2402, and 2403, HFNHP photograph collection.

15 See "Harpers Ferry Historical Base Map, 1859," NHP HF 3021, 1959, HFNHP map collection; and Snell, "The Town of Harpers Ferry in 1859," HFNHP manuscript, which accompanies the map.

16 Frank Anderson, Superintendent, "Building Use Study, Harpers Ferry National Monument," 8/3/1960, HFNHP architect's file, pp. 1-4.

17 High waters and floods continue to be a concern for park management: "Bldg. Flood Levels," and "Statistical Information on Harpers Ferry Floods, " HFNHP, resource management specialist's file.

18 Charles Snell, "Historical Data, Buildings 1-D and 1-C, The First and Second Marmion Tenant Houses," HFNHP manuscript, 1/27/1958, pp. 19-20.

19 Anderson, "Building Use Study," 8/3/1960, p. 10.

20 See "Restoration of Historic Streets," HF 31..16b, 1965; and "Project 1A1," Restoration of Historic Streets, 1979, HFNHP architect's file.

21 West Virginia Writer's Project, *Guide to The Mountain State*, p. 227, describes Virginius Island, also known as Herr's, as "a desolate, deserted 13-acre island in the Shenandoah River."

22 The five iron tablets were removed and relocated several different times. Apparently the tablets interfered with the alignment of the temporary Shenandoah Street automobile ramp constructed after the 1936 flood. At first, in 1936, they were installed at the eastern end of Shenandoah Street on the slope of the rail embankment. Later they were relocated several yards to the embankment slope on the northern edge of Shenandoah Street. The Park Service has moved them subsequently: they were on Bolivar Heights in the 1960s, and are currently located on "The Point," near the site of the former W&P depot. See HF 1225, 757, NHF 3890, and notations accompanying HF 1142, HFNHP photograph collection.

23 HF 330, dated 1923, and HF 1049, dated 1931 show a well-landscaped bowl, separated from the town by the railroad embankment.

24 Potomac Appalachian Trail Club, *Guide to the Appalachian Trail, Susquehanna River to the Shenandoah National Park*, (Washington, D.C.: Potomac Appalachian Trail Club, 1966). p. 155. The design of the armory garden was still visible in the 1960s and its incorporation of ruins, foundations and plantings may have influenced the NPS treatment of the arsenal yard nearby.

25 Snell, "Historic Sites Survey," p. 7-8 in "Harper House, Garden and Furnishings"; and Plan for the construction of St. Peter's Roman Catholic Church parking lot, HF 3035, HFNHP map file, 1963.

26 Anderson, "Building Use Study," p. 4.

27 The packages were given numerical designations based on the National Park Service process for funding. Documentation for the various stages of development for each package can be determined from official memoranda found in HFNHP architect's file.

28 As part of the restoration process, materials salvaged from Kaplon's Department Store were incorporated into the Harper House/ Marmion Row complex. See Building History Data File.

29 See "Building Restoration Program," map in Brackett House Collection.

30 See Drawings Set for 1964 Master Plan, HF 3006-A.

31 As noted previously, this area was historically referred to as Jones Alley and Burleigh Alley. Hog Alley may actually have been part of Potomac Street.

32 See reference to "Bloody Stone Steps" cited in Nofsinger, "Physical History," p. 20.; and "Historic Harpers Ferry, on the Baltimore and Ohio Railroad," HFB 29, HFNHP brochure collection, reference to "the natural stone steps ... up which the wounded soldiers were carried, were so slippery from the gore that it became impossible to ascend them."

33 Arthur Sullivan, "Survey Report, Harper Yard," in "Harper, House, Garden and Furnishings," pp. 1-6, utilized the reminiscences of William V. Marmion to make recommendations for the treatment of the Harper garden and terraces; and Hodge J. Hanson and James Isenogle letter 9/9/1959 to Chief, EODC, HFNHP architect's vertical file, describing preliminary research on Harper Garden.

34 Daniel J. Tobin, Regional Director, letter 4/24/1958 to Superintendent, Harpers Ferry National Monument, reference to the use of garden clubs to plant and maintain ornamental garden next to the Harper House and also mentions willingness of women's group to help with the solicitation of furnishings for Harper House, in Snell. et al., "Harper House, Garden and Furnishings;" Harry Shraeder, a pharmacist, donated his collection of apothecary materials, for exhibition use by the park; and William V, Marmion gave many family photographs which were incorporated into the historic photograph collection.

35 Wentzell, "History Awakens at Harpers Ferry," *National Geographic*, Vol. CXI (No. 3-March, 1957), pp. 412-413, showing painters and artists at Harpers Ferry.

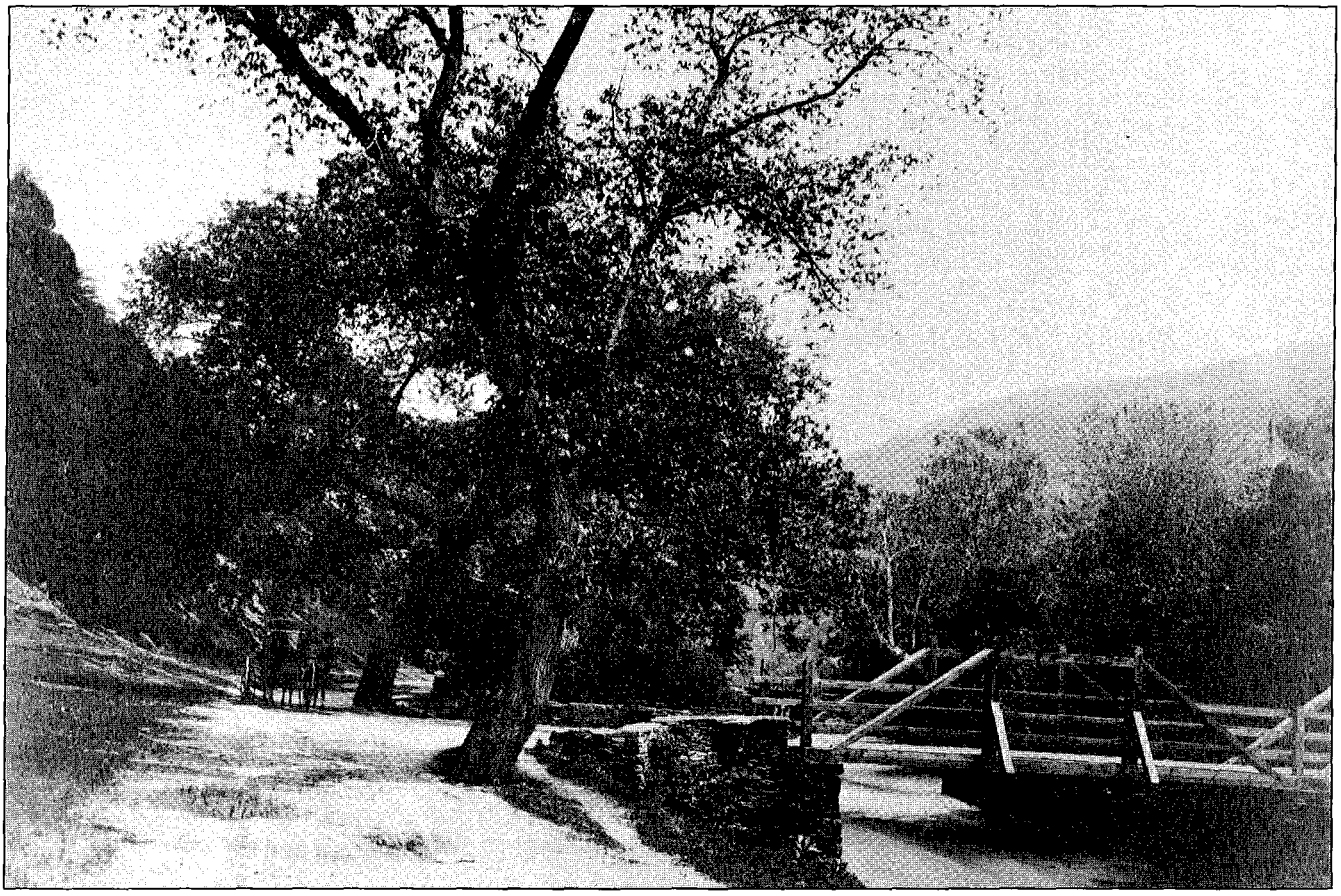
36 Presently, the old B&O rail line is part of the Maryland Commuter Rail system (MARC), Amtrack and Conrail. Freight trains pass through Harpers Ferry and passenger service is determined by the schedules of West Virginia commuters rather than tourist convenience; see MARC timetable for the New Brunswick Line and Amtrack timetable for trains leaving Union Station in Washington, D.C.

37 This statement of the problems and the challenges is adapted from the Development Concept Plan, United States Department of Interior/ National Park Service, NPS 1599, 1980.

IV. ANALYSIS AND EVALUATION

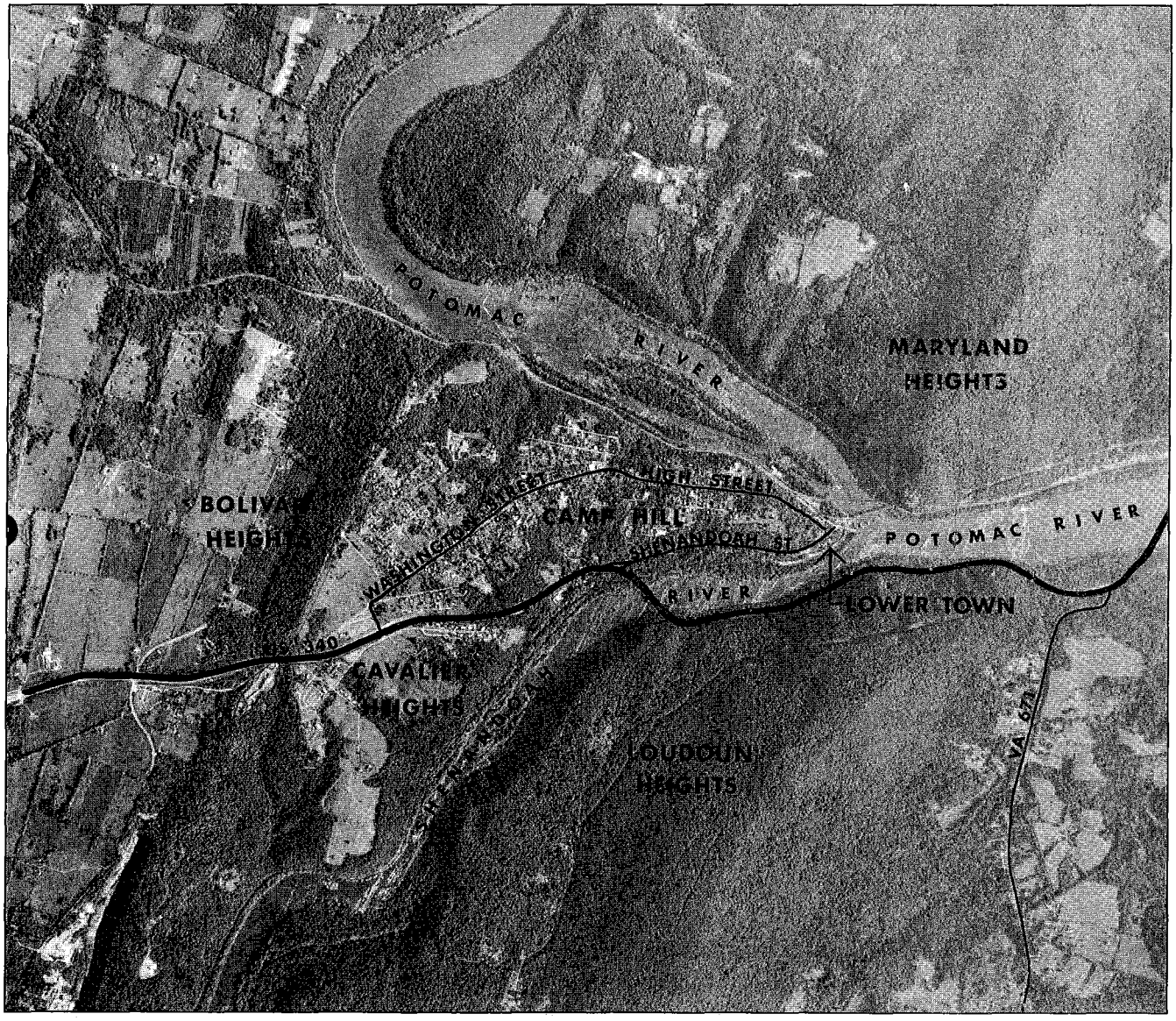
INTRODUCTION

The analysis and evaluation of the cultural landscape of Lower Town is based on an examination of the historical record and the comprehensive documentation of existing landscape resources in the study area. The chapter has two sections. Section one is a summary discussion of cultural landscape components documented through each historic period. These components and landscape characteristics illustrate the landscape patterns, relationships, and individual features that define the cultural character of the landscape of Lower Town. The second section of the chapter is a discussion of overall significance within the context of the National Register. This format was selected in order to facilitate the preparation of an amendment to the existing National Register Nomination form. Harpers Ferry National Historical Park was nominated to the National Register of Historic Places as a district in 1980. Although the nomination mentioned the potential significance of resources associated with the nineteenth century, with the exception of Storer College, it focused almost exclusively on the structural resources from the period between 1800 and 1865. Isolated landscape features including roads, sidewalks, and vegetation from the period were briefly mentioned, but the cultural landscape as a whole was not documented or evaluated. This section of the chapter expands that discussion and addresses the significance and integrity of cultural landscape resources remaining in Lower Town through several periods. A list of individual features and a map depicting the cultural landscape resources from each significant historic period is included as a historical synthesis, illustrating the concentration and extent of character-defining features.



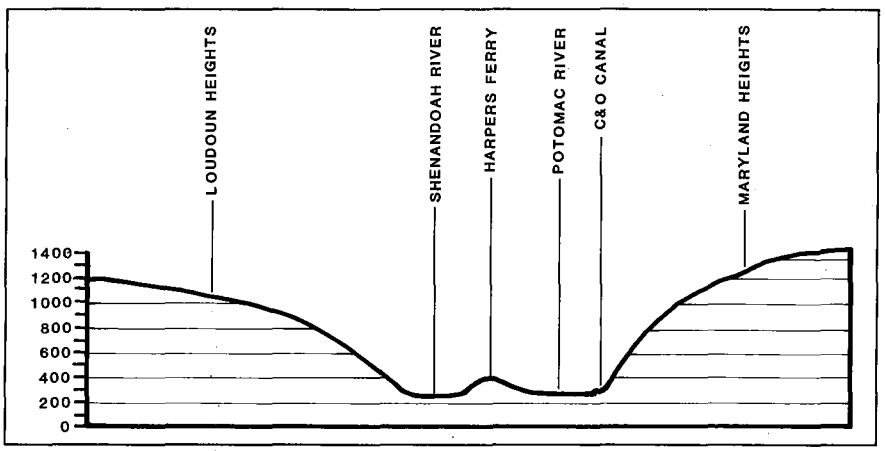
Overall Landscape Organization

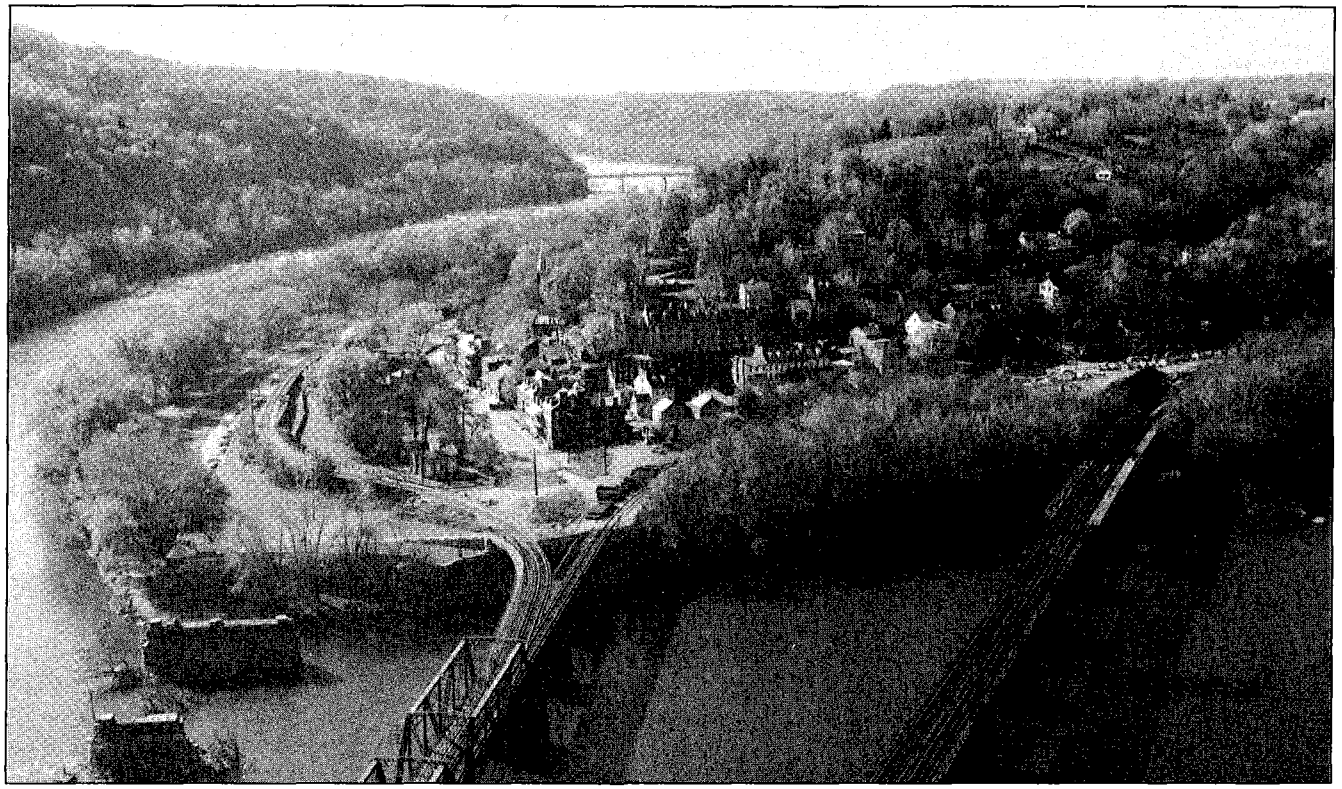
Harpers Ferry is located on a large peninsular ridge, running generally west to east, and is defined by the shorelines of the Shenandoah and Potomac rivers, and the steep shale hillside and cliffs along Shenandoah Street and High Street. Spatially these landforms influenced historic settlement patterns by forcing physical development into the open areas along both rivers. Early in the development of Lower Town, most of these lands were controlled by the government, and as many areas were subject to frequent flooding, additional site development began stepping up the hillside. Structural footprints were largely narrow and linear, reducing the need for extensive level surfaces. This pattern of development continued over many years, yielding distinctive circulation networks, a concentrated delineation of public and private spaces, and spatially distinct clusters of buildings. Many of these patterns are evident today, defining overall landscape organization in Lower Town.



Response to Natural Features

The predominant landform at Harpers Ferry is the large east-west ridge that structures and disperses general development. Lower Town is located on the eastern toe of this ridge. The ridge itself is part of the Blue Ridge Geological Province and is underlain by five separate geological formations. The primary underlaying formation throughout Lower Town is Harpers Shale. As outcrops, and where exposed, these beds form slabs or blocks that vary in color from bluish-green to bluish-grey. This material was used extensively in the construction of buildings, walls, bridges, waterworks, and circulation systems throughout Lower Town.

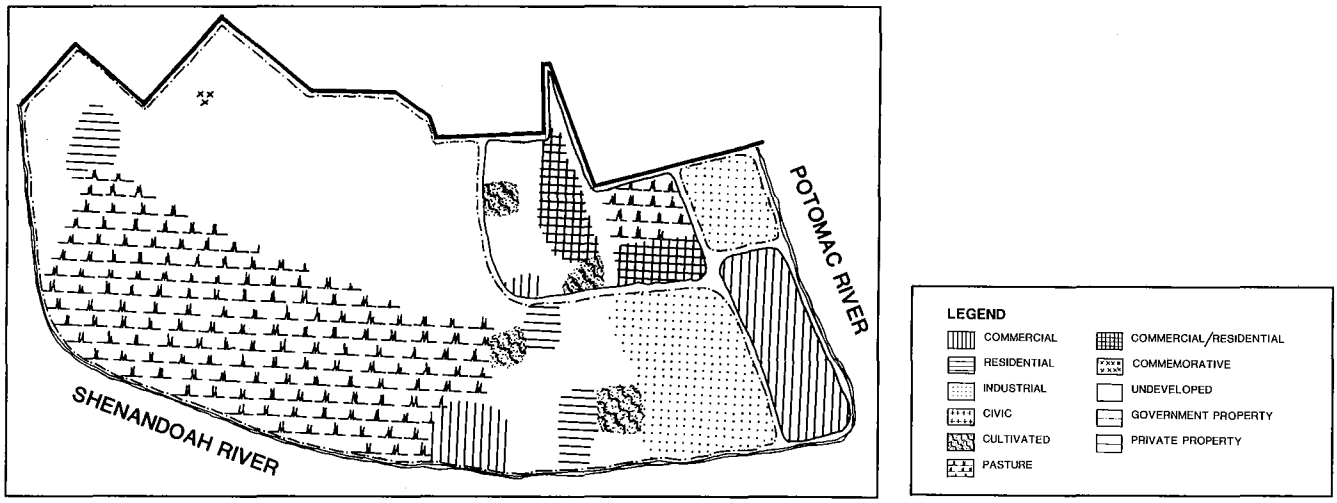




The two most significant physiographic features influencing the cultural landscape of Lower Town are the Shenandoah and Potomac rivers, and the gap. The rivers approach Harpers Ferry from very long and circuitous channels, before finding the confluence east of the study site. The gap created by the rivers extends across the Potomac from Elk Ridge on the Maryland side to the Loudoun County line on the Virginia side. These river systems and the gap had a very strong influence on early settlement and historical development throughout Lower Town. Within Lower Town, the siting, type, scale, and density of individual structures; the nature and use of specific materials for construction; drainage details; and the general spatial adaptation to, and modification of, natural features and resources reflect a strong relationship between the built and natural landscape. Two additional natural systems have influenced the cultural landscape of Lower Town: soils, and the tendency for flooding (see Existing Conditions).

Land Use

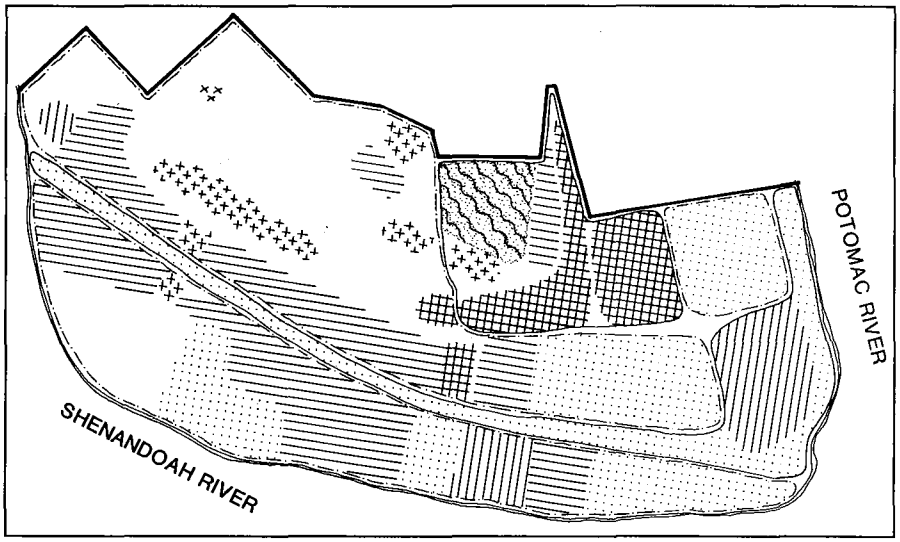
1750-1815

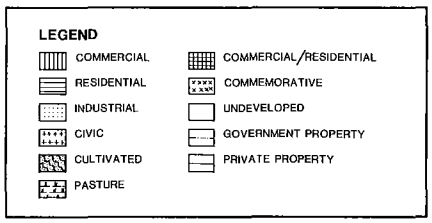


During the years of early settlement, land use in Lower Town was shaped most directly by ownership. With the exception of two large lots or "reservations," all of the land in the town was owned by the federal government and used for industrial or residential purposes associated with the development of the armory. Primary facilities for the armory included the musket factory, north of the Ferry Lot along the Potomac, and the arsenal, adjacent to the Ferry Lot, along the Shenandoah. Both of the privately owned lots—the Ferry Lot, and the Wager Reservation—were controlled by the descendants of Robert Harper, and developed to provide commercial services with limited residential use. Because there was a shortage of buildable land, most of the residential use on these lands took the form of apartments located above commercial stores, concentrating uses. During this period the population in Lower Town was approximately 700.

Also during this period of early development there were a number of open lands and cultivated gardens adjacent to dwellings and in the limited open spaces within the town proper. Large pastures for grazing armory horses were located along the Shenandoah River, west of the area where most of the armory workers lived. Residential developments on government lands typically included an outdoor space given over to the cultivation of gardens, native and ornamental trees, and various outbuildings. Jefferson Rock located on the hillside above the town, was recognized and set aside as a landmark by 1803.

1815-1865

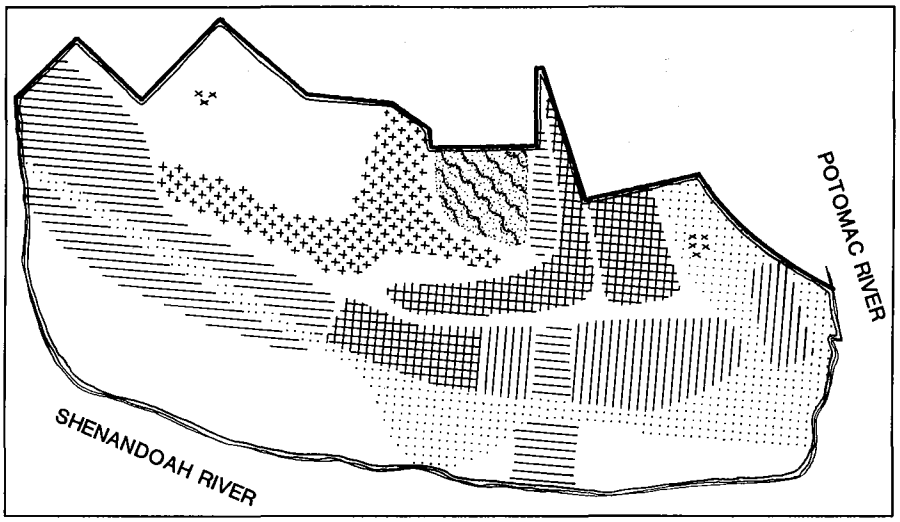


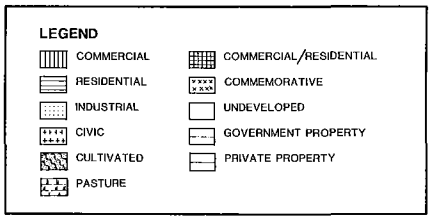


The establishment of the B&O Railroad, and the success of the C&O Canal on the Maryland shore across the Potomac from Harpers Ferry, greatly spurred industrial and commercial land use in Lower Town. Hall's Island, west of the town, was the site of a new rifle factory and Virginius Island the location of other industrial enterprises. On the other side of the town, the armory complex expanded north along the Potomac, adding new structures and upgrading existing roads and canals. The large pasture areas along the Shenandoah River were replaced with additional dwellings for armory workers, and this area took on a distinctly residential character.

The railroad was perhaps the strongest physical symbol of land use during this period, as it sliced through the landscape of Lower Town. Along the Shenandoah River, the residential district which housed the majority of armory workers was cut in half, and the Ferry Lot near the confluence became an isolated and densely developed commercial district. Although existing commercial establishments on private lands had no physical room to expand, they were intensely developed, supporting both commercial and residential uses, typically in one structure. In 1852 the population in Lower Town was 1,800. During this era, both the government and private landholders donated land for the establishment of various civic buildings including churches, schools, and a jail.

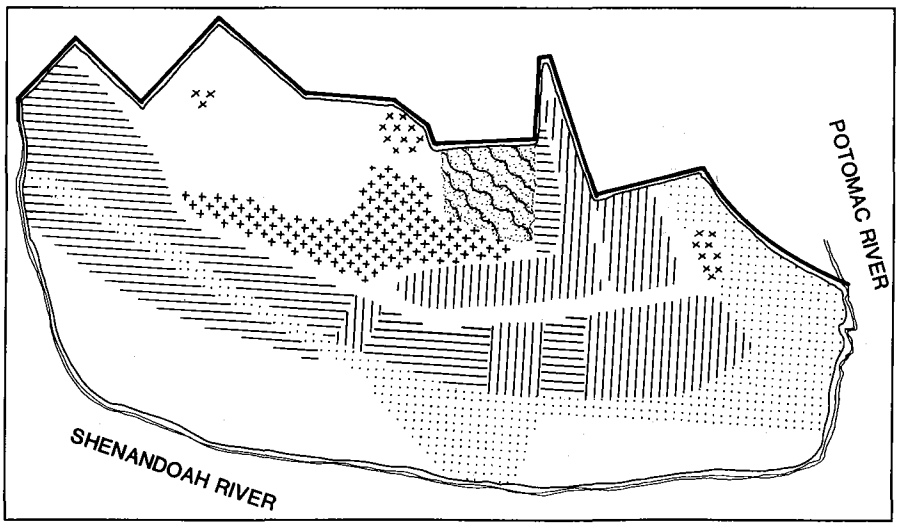
1865-1900





After the Civil War, the government sold nearly all of its holdings and the community began the process of rebuilding. During this period, the larger landscape of Harpers Ferry was also influenced by the growing tourist and resort economy. Virtually all lands in Lower Town were privately owned, and although many of the initial land use functions—industrial, residential, and mixed commercial/residential use—remained the same, land use patterns in the town changed considerably during this period. Commercial land use shifted away from the Ferry Lot and expanded down both sides of Shenandoah Street with the establishment of several new businesses, catering to the tourist and creating a commercial corridor along the street. Residential garden areas throughout Lower Town which had been primarily functional in character began to change as work yards were replaced with ornamental gardens including flowering plants and vines.

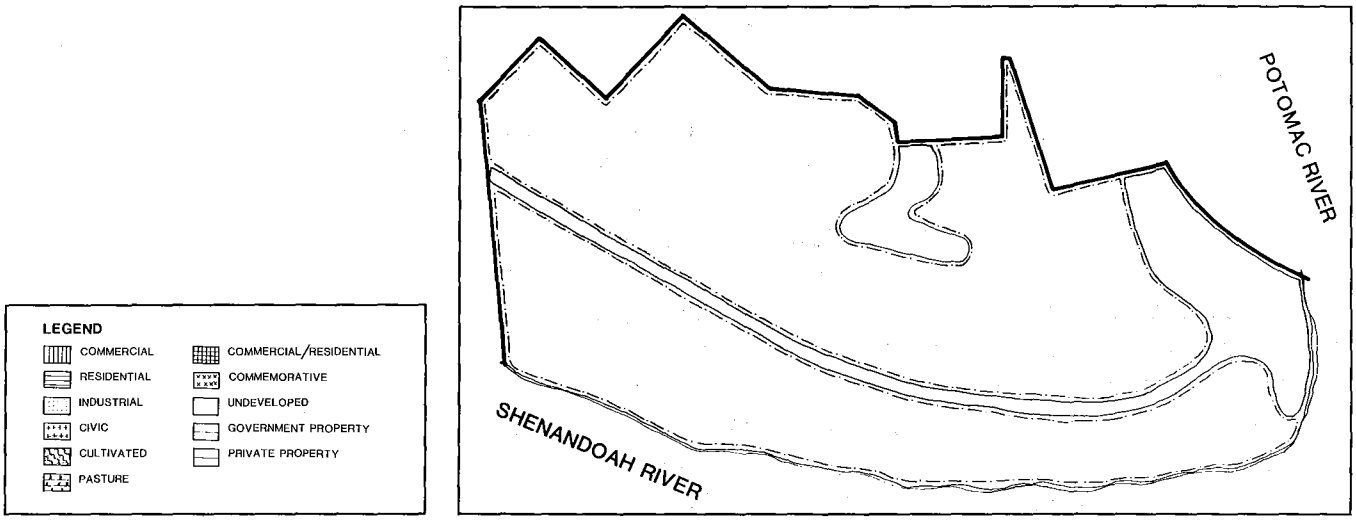
Civic functions for the town were concentrated along the north side of Shenandoah Street, stepping up the hillside. The railroad embankment was constructed and the tracks realigned along the Potomac shoreline. These years also saw the beginning of the commemorative landscape in Lower Town. In addition to Jefferson Rock on the hillside, a monument to John Brown was placed near the train depot, and iron interpretive tablets were sited next to it, presenting the Civil War story.



1900-1944

During this period, floods began to take their toll on developed areas and land use in Lower Town and much of the land along the west end of Shenandoah Street was abandoned due to repeated floods. The commemorative landscape became more evident in Lower Town with the ruins of the Episcopal Church along the trail to Jefferson Rock, and the redevelopment of the former armory grounds. In 1916, after a period of intense industrial use and a period of neglect, the armory grounds were cleared, planted with ornamentals, and nonextant buildings were outlined to indicate their location. Virtually all other land uses in Lower Town remained the same.

1944-Present



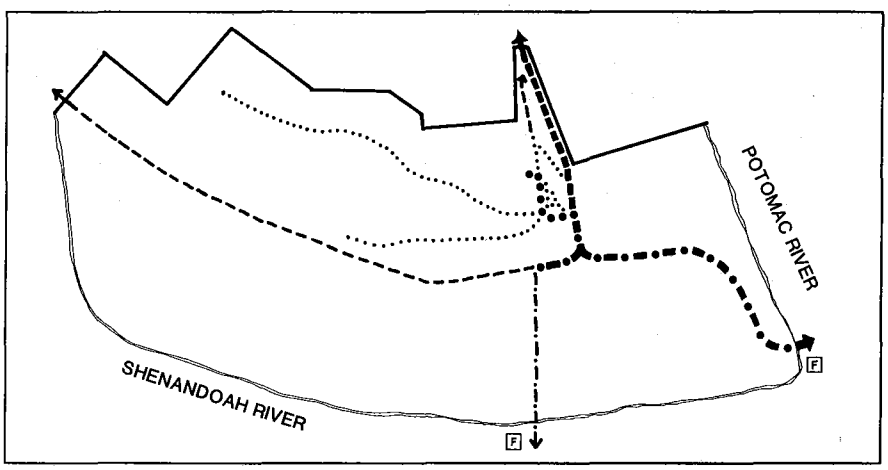
With the establishment of Harpers Ferry National Monument in 1944, most of the land historically part of Lower Town was once again under government ownership. Preservation and interpretation of historic resources are the primary land use activities. The B&O Railroad continues to dominate land use along the Potomac River, and St. Peter's Roman Catholic Church remains an active facility on the hill above the town.

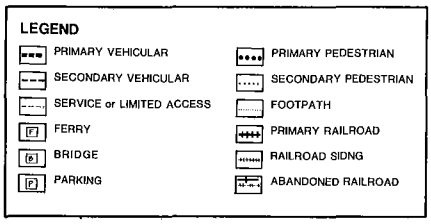
Summary

Land use in Lower Town was most dramatically influenced physically by the limitations of the natural landscape—the rivers and the hillside—and functionally by aspects of jurisdiction and ownership. With the majority of lands available for development under the control of the federal government between 1796 and 1865, early land use was limited to the development of the armory and the infrastructure required to maintain it, including road systems, service yards, pasture lands, canals, dwellings for the armory workers, and commercial services. After the war, these lands were opened to private ownership, which led to the diversification of land use patterns within the framework of existing roads, buildings, river crossings, and limited open spaces established by the government.

Circulation

1750-1815

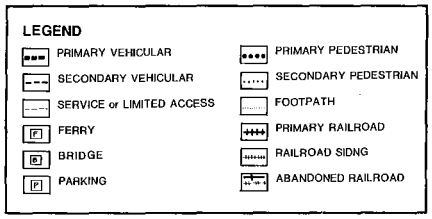


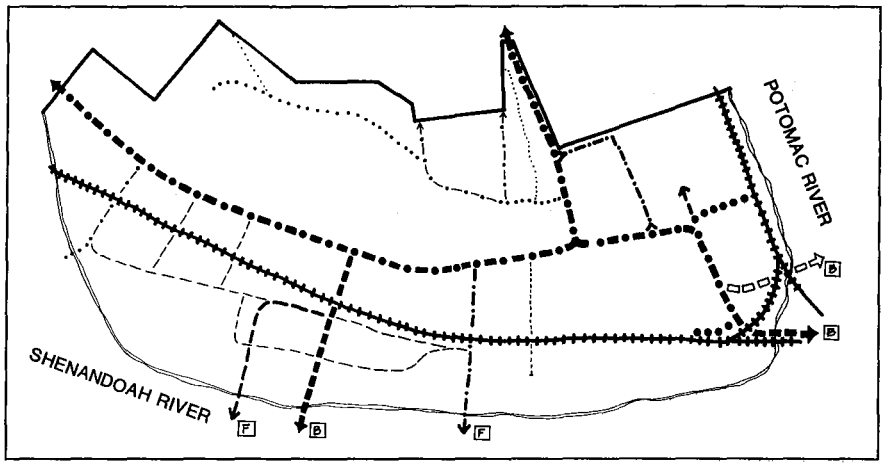


Between 1750 and 1815 there were two ferry landings in Lower Town. The ferry landing originally operated by Robert Harper was located on the Potomac, near the Point. The ferry owned by Lord Fairfax was located about 700 feet west, along the shoreline of the Shenandoah. These river crossings were the primary transportation system in the early development of the new town, and set the historical context for the town as a passageway to the west. The first roads to develop routed travelers to Winchester and Charles Town. The road to Winchester (also known as the "road to Charles Town") was the primary road through the town, starting at Harper's ferry landing and routing travelers north along the base of the cliff below Harper's stone tavern. The road along the Shenandoah River was also popular and developed along the route of the Shenandoah canal which ran between the river and the base of the cliffs enclosing the site. In 1811 an informal road, known as Loudoun Street, extended between Lord Fairfax's ferry landing and the road along the Shenandoah River, easing the movement of goods and general access. During this period the roads through Lower Town also served as pedestrian circulation routes as wagons, horses, and foot traffic commonly mingled on large, ill-defined dirt corridors. In a few places pedestrian circulation was more "formalized," and developed specifically for pedestrian traffic. A number of dirt paths were established around Harper's Tavern, providing access from Lower Town to the site and extending up the hill to Jefferson Rock. Around 1810, stone steps were carved in the cliff to facilitate access to these areas.

1815-1865

The period between 1815 and 1865 was an era of remarkable growth in Lower Town. Improving circulation systems at every level expedited both commercial and industrial development. Much of this new development focused on the establishment and expansion of the railroad, as





well as the articulation of water transportation. While the government operated the ferry on the Shenandoah and the Wager's operated the ferry on the Potomac, new technology was rapidly changing the cultural landscape. Construction on the Chesapeake and Ohio Canal (C&O) began in Georgetown in 1828, and reached Harpers Ferry in November 1833 at lock number 33. The W&P railroad trestle was also constructed through Lower Town to join with the B&O between 1835 and 1837. By 1834, the Baltimore and Ohio Railroad (B&O) also completed lines to the town, and constructed the bridges needed to extend the line across the Potomac River, including a portion of the remarkable Bollman Bridge built between 1850 and 1852. The other major impact on circulation systems in Lower Town during this era was Major Symington's overall plan for the reorganization of the town, including the general platting of existing lots, the realignment and renaming of existing roads, and the formalization of all circulation systems around the armory. So dominant was the impact of these developments that the landscape of Lower Town was permanently reshaped.

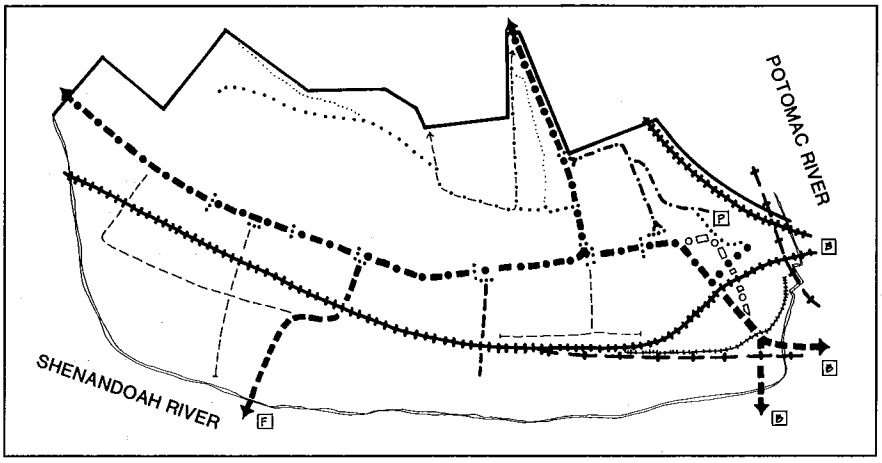
The Frederick and Harpers Ferry Turnpike Company and the Charlestown and Smithfield Turnpike Company were both established in 1830. The Charlestown and Smithfield Turnpike ran along the former roadbed, generally following the old Shenandoah canal route. The road was paved in 1833. With the development of the armory and the implementation of Symington's plan, roads around the armory grounds were also improved. Potomac Street was extended north and an alley was built connecting it with High Street.

There was also much development on the residential lands along the Shenandoah River between Virginius Island and the commercial center of Lower Town. The W&P Railroad built an elevated trestle through this area to maintain wagon traffic between the turnpike and the river. A number of roads provided both local access and connections to adjacent areas. Rock Alley, Koonce's Lane, and Globe Inn Alley were all in place by 1834, and by 1852 they had been improved and renamed Tell Street, Bridge Street, and Market Street respectively. Bridge Street was the primary vehicular access road through this area, leading to the Shenandoah Bridge, (built between 1843 and 1844, damaged by floods in 1859, and finally destroyed in 1861). Other roads existed through this

area, including Hamilton Street which connected to the footbridge to Virginius Island in 1834. Just west of the bridge was the site of the former U.S. ferry landing which was in use from 1834 to 1843, and again in 1861 after the Shenandoah bridge was destroyed.

On the hillside above the town, a Public Walk was constructed, and pedestrian paths were re-routed up the hillside to the town cemetery and Camp Hill. The First Free church was established in 1825 along this path.

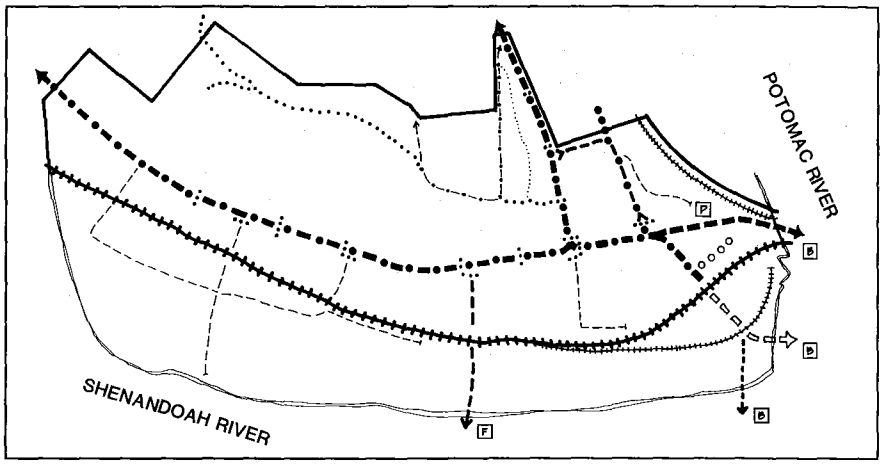
1865-1900



During and after the war, river crossings again took the form of rope ferrys until new bridges could be constructed. Between 1868 and 1870, the B&O Railroad Company completed the Bollman bridge across the Potomac, and improved rail service through Harpers Ferry. In addition to moving goods and supplies, the B&O company also promoted excursion trains for the growing numbers of tourists attracted to the ruins and romance of the Civil War. Along with the railroad, by 1875 the C&O Canal was the primary transportation mode for moving goods to and from the rebuilding town. A new wagon bridge was also built across the Shenandoah in 1882, and rebuilt (after the 1889 flood) in 1890 by the Harpers Ferry and Loudoun Bridge Company. Two years later, the B&O cut a tunnel through the cliffs of Maryland Heights, constructed another bridge across the Potomac, and by 1894 had realigned the tracks through Lower Town.

Many of the original roads and pedestrian paths established nearly a century earlier in Lower Town remained remarkably intact. Shenandoah, High, and Bridge streets remained the primary vehicular routes with secondary roads along Potomac, Wood, Tell, Hamilton, and Market streets. Pedestrians continued to use the streets as paths, although sidewalks and crosswalks were added along Shenandoah and High streets. Foot paths on the hillside and in the service-related spaces adjacent to residences also remained intact with only slight modifications reflecting changes in use and function within these landscape areas.

1900-1944

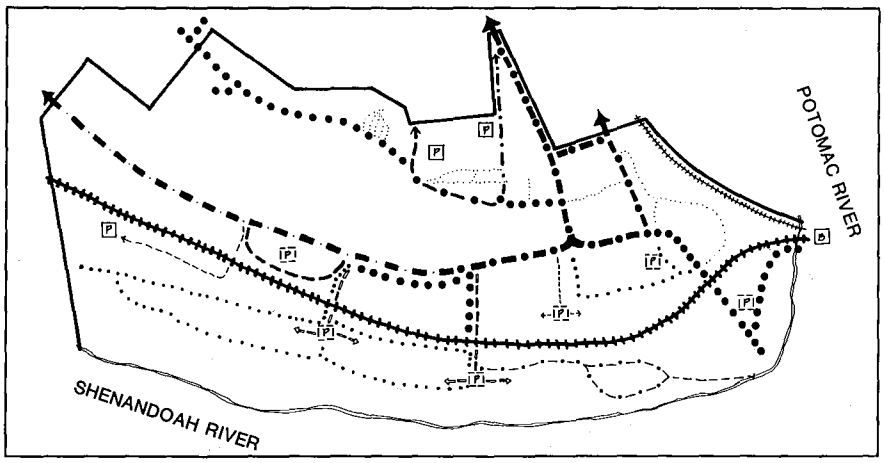


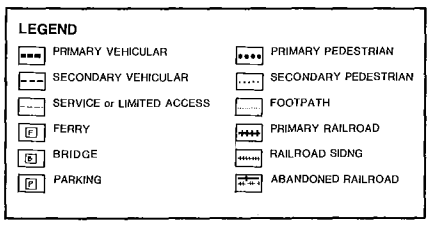
After the turn of the century circulation through Lower Town was most directly influenced by the shift from passenger trains to the automobile. In 1922 U.S. Route 340 was constructed and routed through the town. High Street and Shenandoah Street were regraded and re-paved. One final realignment by the B&O occurred in 1931 when a bridge was constructed further up the Potomac.

A flood in 1936 destroyed both the Shenandoah River Bridge and the Bollman Bridge. Vehicular traffic across the rivers was limited to a reinstated ferry at the end of Market Street, and the Valley Line freight bridge (1894) which was planked for automobile traffic. An access ramp was constructed at the end of Shenandoah Street, leading to the bridge.

Secondary roads and pedestrian paths remained the same, although floods along the Shenandoah removed most of the structures between the river and the railroad trestle, eliminating functional and physical need for the roads in that area of the town.

1944-present





When the federal government established Harpers Ferry National Monument in 1944, Shenandoah and High streets remained the primary

roads through Lower Town. With the completion of new highway bridges on the Shenandoah and Potomac, U.S. 340 was relocated west of Harpers Ferry, bypassing Lower Town.

Within Lower Town several different parking areas were developed between 1957 and 1991 to accommodate the growing numbers of tourists and park visitors. At one time parking areas were located in the arsenal yard, and along the Shenandoah River, on both sides of the W&P railroad trestle. In 1990, visitor parking was moved to the new visitor center on Cavalier Heights. Current visitor access to Lower Town is via shuttle bus along Shoreline Road to Shenandoah Street and the bus drop-off area.

Pedestrian circulation has remained concentrated along Shenandoah and High streets. Other pedestrian routes include the trail to Jefferson Rock, the stone steps, the Public Walk, the trail to the point, and the Appalachian Trail as it connects through the town.

Summary

Circulation systems are primary structuring components in the cultural landscape of Lower Town. Features associated with circulation include roads, ferry landings, canals used for transportation, railroads and associated bridges, and pedestrian routes. Established early in the development of Lower Town, virtually all circulation features were functional in character and related to the location of the river crossings and to the accessible grade along the base of the steep cliffs defining the structural edge of the town.

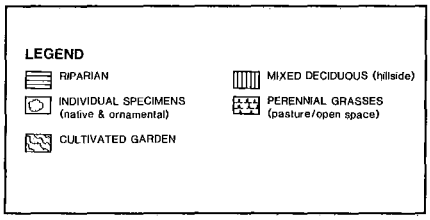
All of the primary roads and paths established in Lower Town between 1750 and 1810 remain remarkably intact as functional components of the cultural landscape. Shenandoah Street and High Street both have a high degree of integrity. The Public Walk also remains intact. Secondary routes, including Potomac Street and portions of Market, Tell, and Bridge streets, survive as remnants, as do a number of footpaths and pedestrian routes throughout the town.

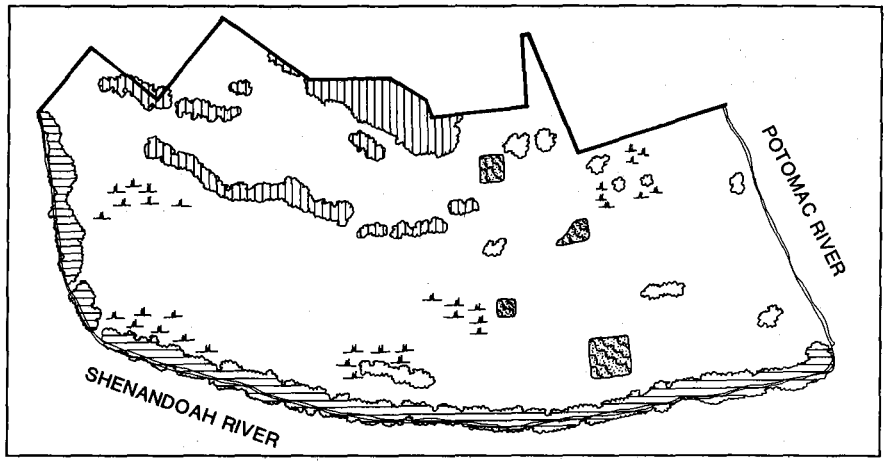
Vegetation

1750-1815

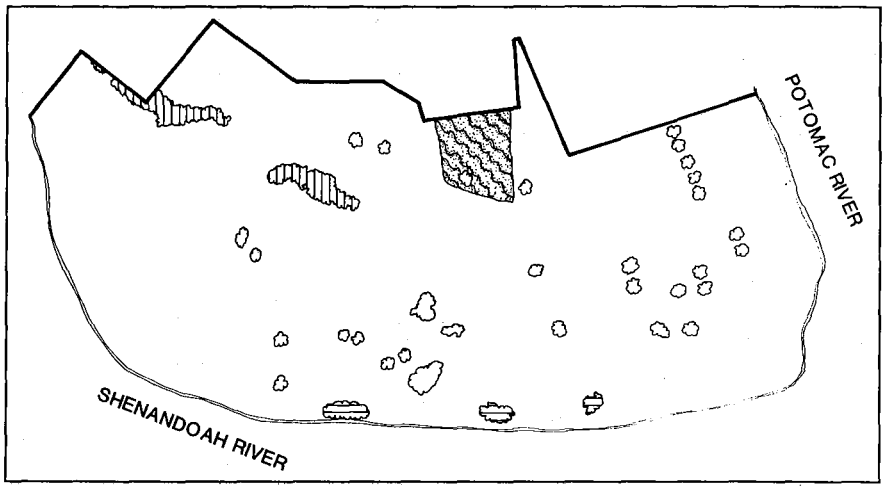
Prior to settlement, the hills surrounding Harpers Ferry were comprised of a mixed coniferous/ deciduous forest. The low lands along the river were largely riparian with mixed perennial grasses filling out the open areas and pastures. By the turn of the century most of the forest on the hillsides had been harvested and used as building materials or for fuel. Within the town, a few orchards and cultivated gardens were established adjacent to residences and in open areas nearby. An 1814

survey of the Wager property indicated that Mrs. Wager had two rows of grapevines in her garden.



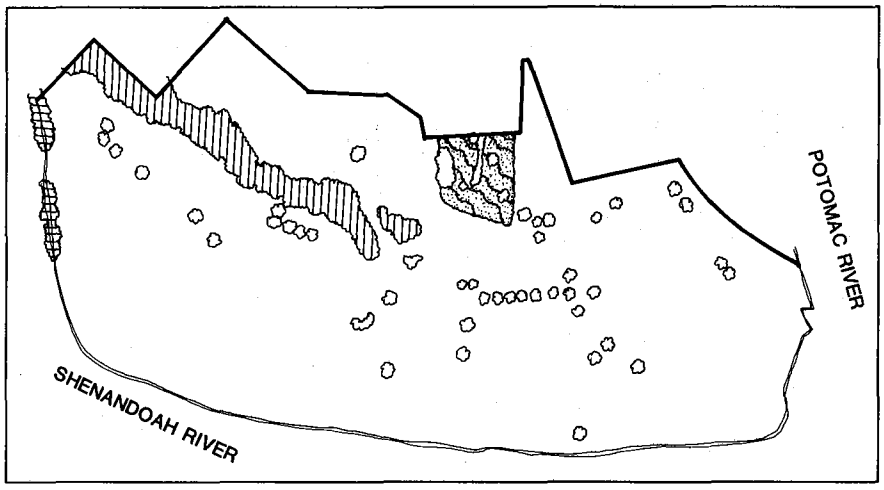


1815-1865



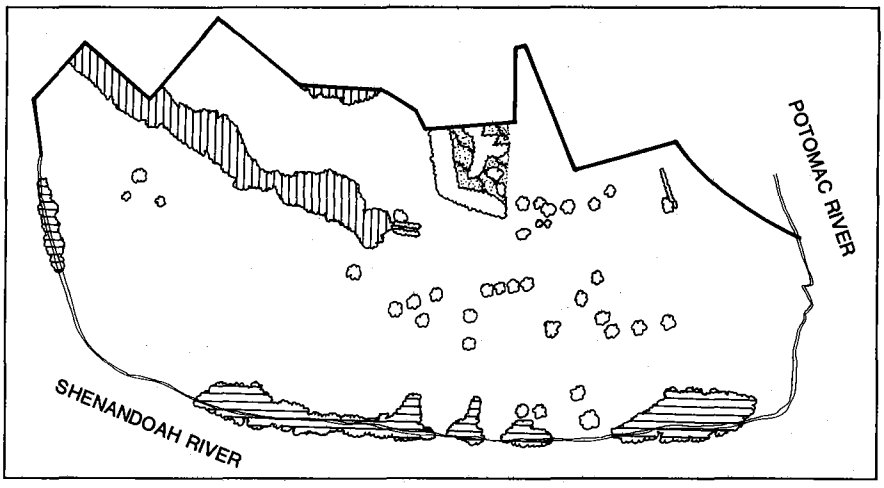
As the population increased in Lower Town, pasture lands west of the confluence were replaced with residences and other structures associated with the industrial development of the town. During these early years, many of the armory workers living in the town maintained functional gardens primarily comprised of herbs, fruit and vegetables. Historic photographs indicate that individual trees were located in the arsenal yard and a row of trees was planted near the fire engine house in the armory complex.

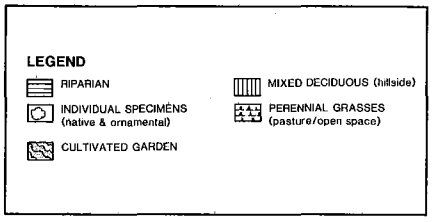
1865-1900



During this era merchants began planting ornamental trees and other plant materials in order to create attractive facades for their businesses. Also during this period, gardens became more ornamental in character replacing the purely functional and utilitarian garden plots from the early nineteenth century. Natural vegetation slowly began to reestablish on the hillside and along both rivers.

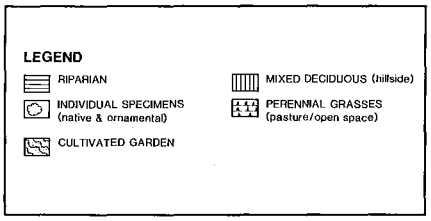
1900-1944

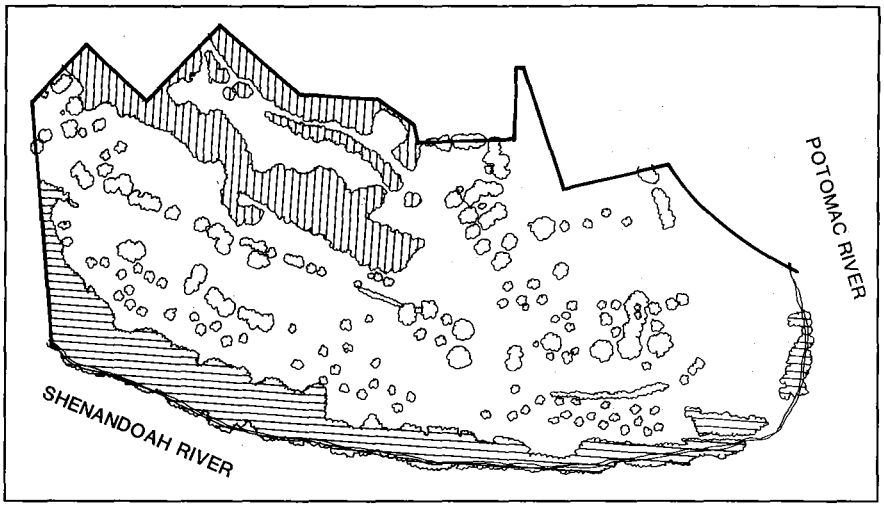




Natural vegetation continued to fill in along the shorelines of the Shenandoah and Potomac rivers, although repeated flooding took a significant toll on young trees and undergrowth. In 1916 the B&O railroad established ornamental gardens in the former armory grounds which included marking the building foundations, establishing lawn, hedges and "commemorative plantings." Also during this period, a privet hedge was planted next to the John Brown monument. Ornamental gardens in Harper yard which had been planted with lilac, quince, and roses were largely overgrown by vines and deciduous trees.

1944-present





Much of the riparian growth along the Shenandoah River was lost when the NPS constructed parking lots in the Hamilton Street area during this era, and a number of ornamental plantings were established in Lower Town including the hedge along the south side of Shenandoah Street next to the "Green." In 1990, when the parking was removed from the Hamilton Street area, deciduous trees were planted along the pedestrian path.

Summary

Historically vegetation was not a dominant feature in the cultural landscape of Lower Town. Broadly, vegetation can be organized into two categories: natural vegetation, including the forests on the hills and riparian species along the rivers; and cultural vegetation, dominated by the few ornamental gardens, functional gardens and orchards, and isolated ornamental trees.

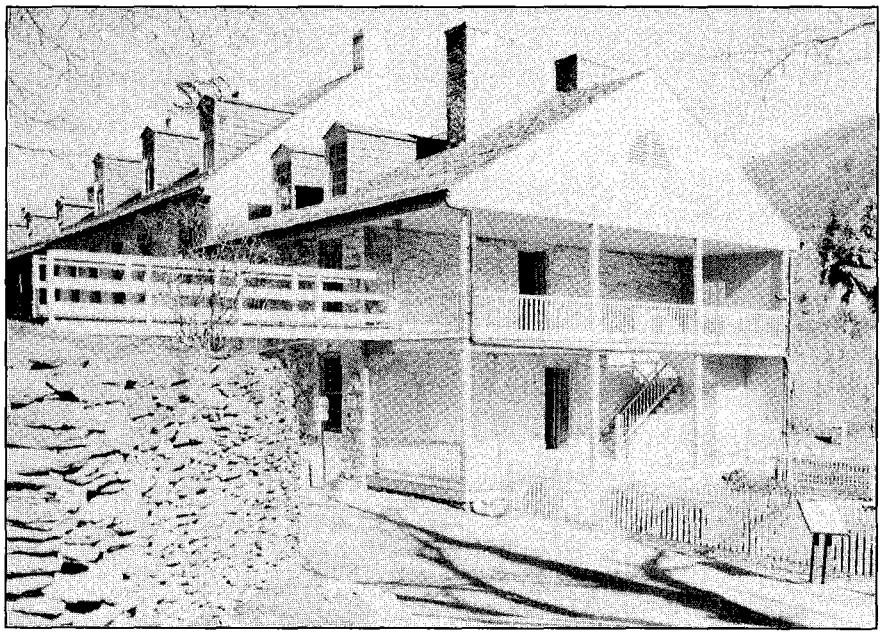
The vegetation covering the hillsides and shorelines of Lower Town was a consumptive resource to the developing town. Harvested for fuel and building material, vegetation on the hills surrounding the town was always quite sparse. It wasn't until after 1900 that vegetation began to reestablish along the shorelines and on the hill above the town.

Residential gardens throughout Lower Town were initially functional in character. Orchards, fruit vines, and vegetable gardens were commonly associated with individual dwellings and residential structures. Over time these utilitarian gardens were supplemented with ornamental plantings and in some cases, gardens became explicitly ornamental in character. Most recently, the National Park Service has planted ornamental trees and shrubs throughout Lower Town in an effort to beautify the area.

Structures

1750-1815

Most of the early structures in Lower Town were functional buildings such as warehouses, stables, sheds, and various outbuildings. Virtually all of these structures were constructed of wood, with little ornamentation or detail. The few permanent buildings during this period were built by the government as part of the armory complex. Both the large arsenal and the small arsenal buildings were brick, as were the paymaster's quarters, a few residential buildings, and offices. The tavern constructed by Robert Harper on the hill above the town was stone, with a wood porch. Also during this period a cut stone wall was erected along the shoreline of the Potomac River adjacent to the ferry landing. By 1815 there were fewer than 20 structures in town.



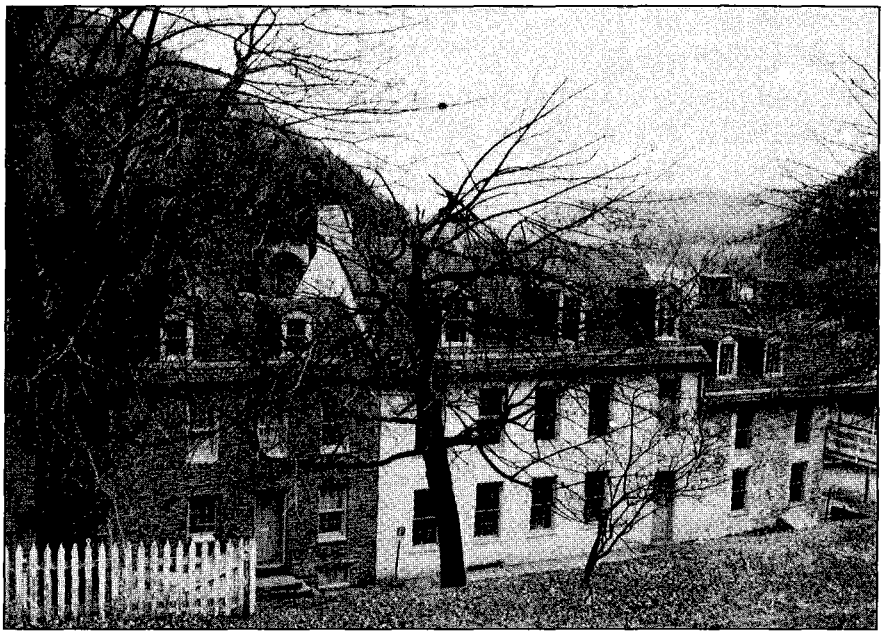
Harper house, looking north, 1991. NPS photo, on file, HAFE NHP.

1815-1865

More than 50 new commercial buildings, 30 dwellings, and a large number of support structures including schools and churches, were constructed during the period of rapid development in Lower Town. In addition to the large complex of building erected within the walls of the musket factory along the Potomac River, a number of service buildings such as warehouses, stables, railroad buildings, offices, and storage structures associated with the operation of the armory were built on other government lands throughout the town. Many of the residential buildings constructed during this period were sited along the Shenandoah River and were built for the armory workers. Railroad companies also had a significant impact on the built landscape of Lower Town during

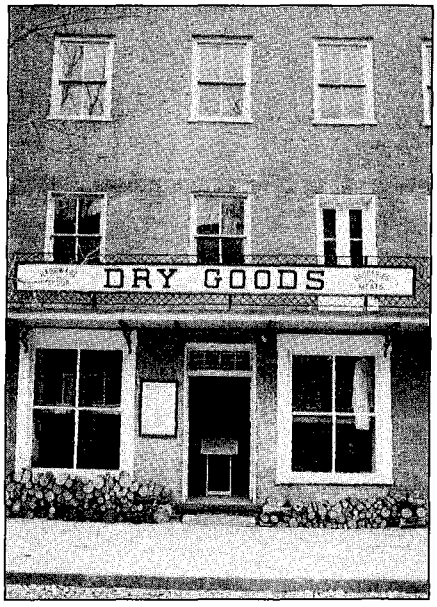


Federal Style buildings dominated the structural landscape of Lower Town between 1815 and 1865. Buildings 9, 10, 11, and 12. Photo 1991. NPS photo, on file, HAFE NHP.



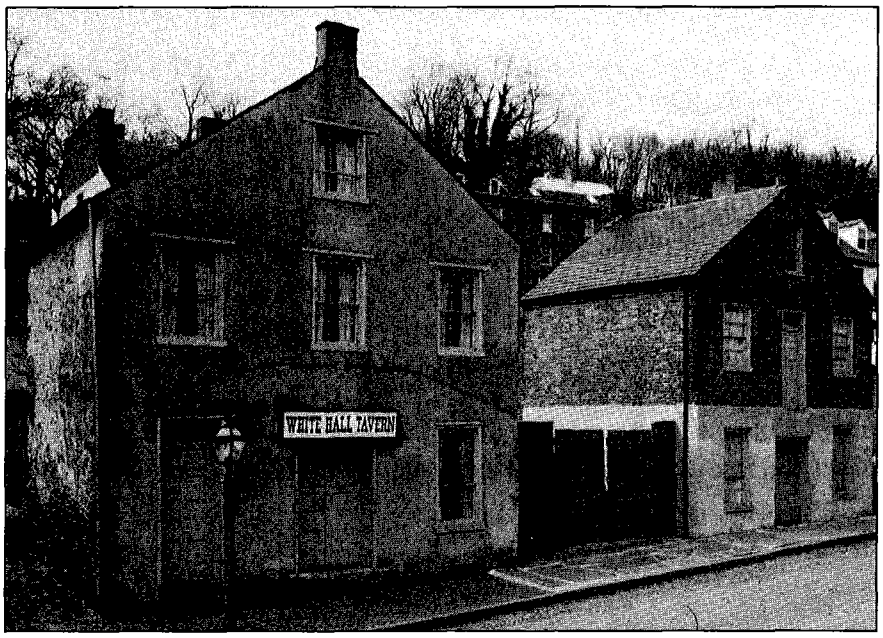
Residential buildings along the Public Walk. Buildings 1A, 1B, and 1C, 1991. NPS photo, on file, HAFE NHP.

Building 35 on the south side of Shenandoah Street, 1991. NPS photo, on file, HAFE NHP.



this period. The W&P constructed an elevated wooden trestle and tracks, and the B&O constructed a bridge across the Potomac and a wall along the shore to support an elevated trestle. The Shenandoah bridge was constructed between 1843 and 1844. A large cluster of structures located near the Ferry Lot included stores, warehouses, a toll house, depot, and other structures related to the railroad.

The predominant building style in Lower Town during this period was the Federal Style. Characteristic elements of the style include rectangular or square footprints, three stories, brick facades, low hipped or gable roofs, and occasionally a balustrade on the second and/or third floor. The best examples of this style in Lower Town are buildings 9 and 10 (which are reconstructions), 11, 12, 16, 36, 63, and the residential buildings along the Public Walk (buildings 1-B, 1-C, and 1-D). Most of these buildings were simple in form and decoration, 2 to 3 stories high,



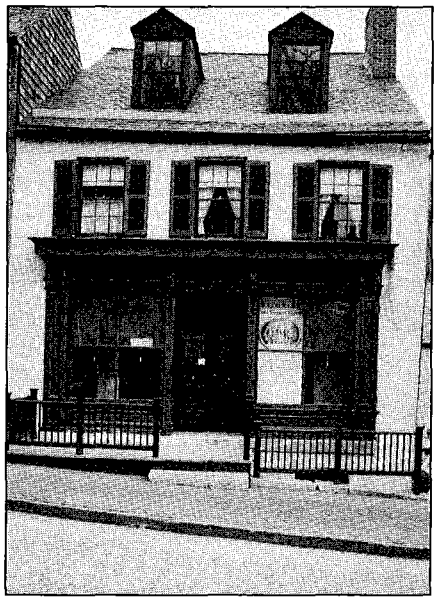
Building 5 and 7 on west side of Potomac Street, 1991. NPS photo, on file, HAFE NHP.

and physically joined to each other creating an urban rowhouse appearance. Many had pedimented dormers, multi-paned wood sash windows, and end chimneys that form parapet walls and gave a finished appearance.

Many of the commercial buildings on Shenandoah Street and High Street were also Federal style including buildings 15, 34, 35, 37, and 40. (Documentation suggests that other buildings along Shenandoah Street also had commercial store fronts dating from this era). The buildings typically were residential on the upper floors with storefronts on the street level.

More vernacular expressions of this style were found in buildings that had Federal Style characteristics in their massing and form, but have little or no detail and ornamentation. Buildings 5, 7, and 48 are all examples of this variation. These buildings were single detached structures. Buildings 5 and 7 have gable ends facing the street. All of these buildings were primarily functional in nature accommodating both residential and commercial uses.

Modified store front on building 15 on High Street, 1991. NPS photo, on file, HAFE NHP.



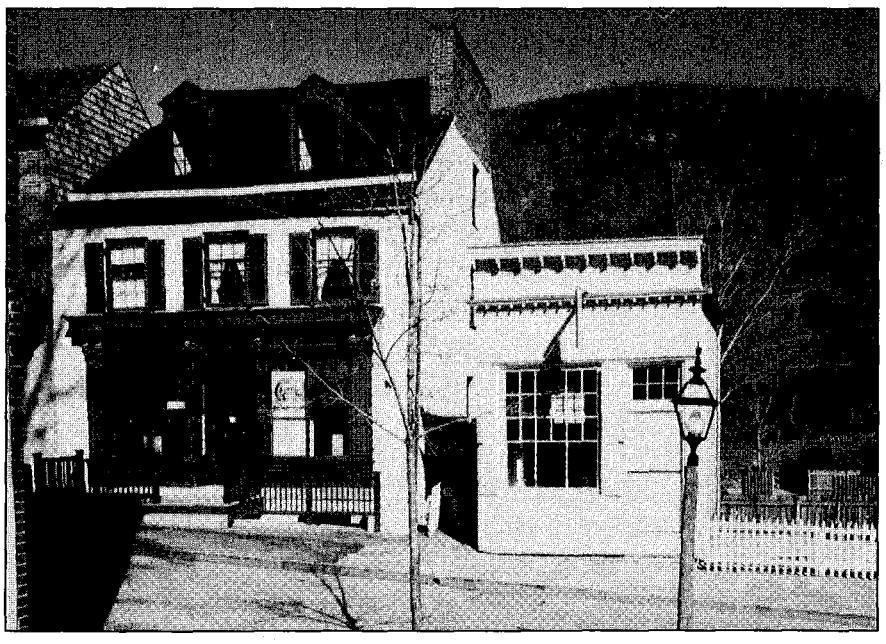
The predominant building materials in Lower Town during this period were brick, stone, and wood. Most of the commercial buildings constructed prior to the 1820s were wood frame, but by the 1840s the majority of these buildings had been replace by brick structures, and by 1859, over sixty individual structures in Lower Town were brick. This was largely due to the fact that the government standardized its buildings in the reorganization of the armory in the 1840s. All new government structures were brick, giving the complex and the town somewhat uniform character. Most of the privately owned buildings were stone, including commercial buildings along Shenandoah Street, and residential structures on the hill above High Street. Service and work-related structures throughout the town remained wood, reflecting the functional and temporary character of these buildings.

1865-1900

Subsequent to the destruction of armory buildings during the war, former government lands were opened for development and new structures quickly filled-in the open spaces. Most of the existing commercial buildings were modified during this period of intense commercial development in Lower Town. The former arsenal yard now accommodated close to twenty buildings including hotels, a barber shop, a saloon, a drug store and a tobacco shop. Stylistically, more eclectic variations of the Federal Style were popular in Lower Town during this period as expressed in commercial store fronts that displayed Italinate, Queen Anne, Georgian, and/or Colonial elements. The front facade of buildings 33, 15, and 14, and the overall form and roof line of building 45, are examples of this variation. During this era also the many of the ruins and structural remnants from earlier eras became the focus of a commemorative landscape in Lower Town.

1900-1944

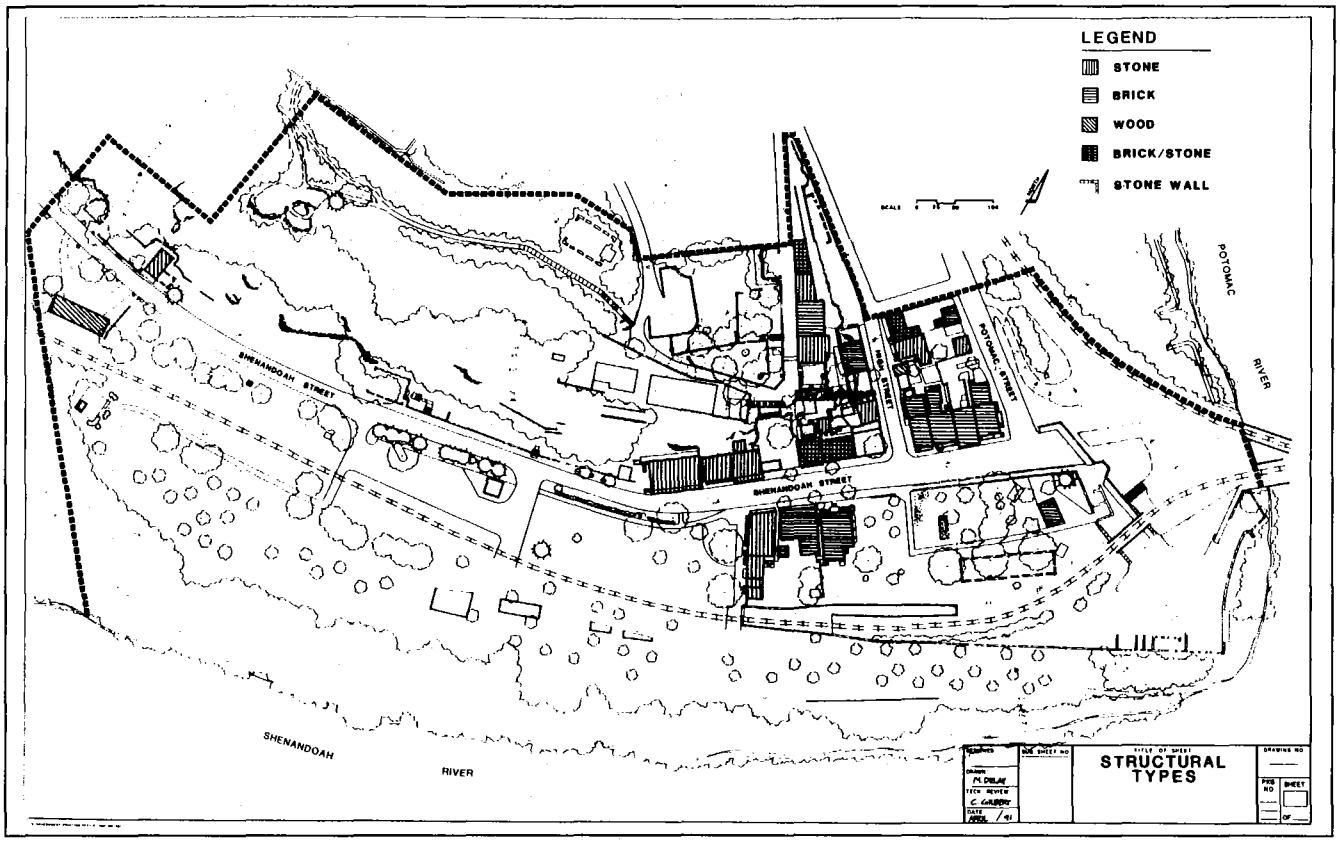
Floods and the expansion of the railroad took its toll on the building inventory in Lower Town during this period. As many as 30 residential and business buildings along the Shenandoah River were lost to floods between 1924 and 1942.



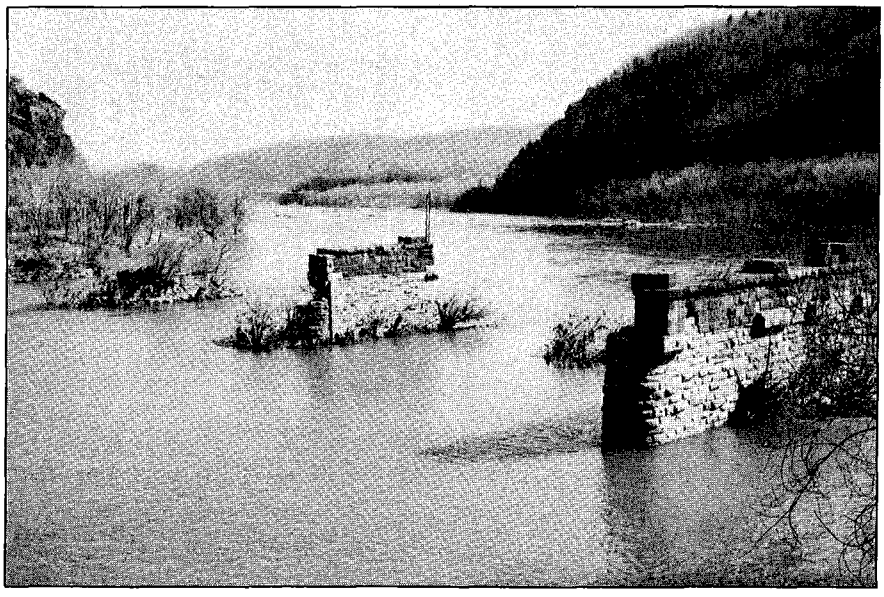
Building 14 (right) after reconstruction work, 1991. NPS photo, on file, HAFE NHP.

1944-present

When the National Park Service (NPS) assumed jurisdiction of the site, numerous buildings were in poor condition and structurally unsound. In some cases buildings that were safety hazards or in ruins were removed. In the late 1950s the NPS undertook a long-term program of building stabiliza-



tion, rehabilitation, and reconstruction. Several buildings were stabilized and adaptively used for park operations. In the 1970s buildings 9, 10, 11, and 12 were reconstructed and restored. In addition a number of rock walls throughout Lower Town were also stabilized during this period. In 1990, building 14 was reconstructed and additional rehabilitation work has been completed on several structures (buildings 37, 38, and 40). New structures constructed in the study area during this period include the wood-frame stable along Shenandoah Street, the bus shelter on Shenandoah Street, and the wood screen around the NPS parking area next to the railroad trestle.



B&O railroad bridge pier remnants, 1991. NPS photo, on file, HAFE NHP.

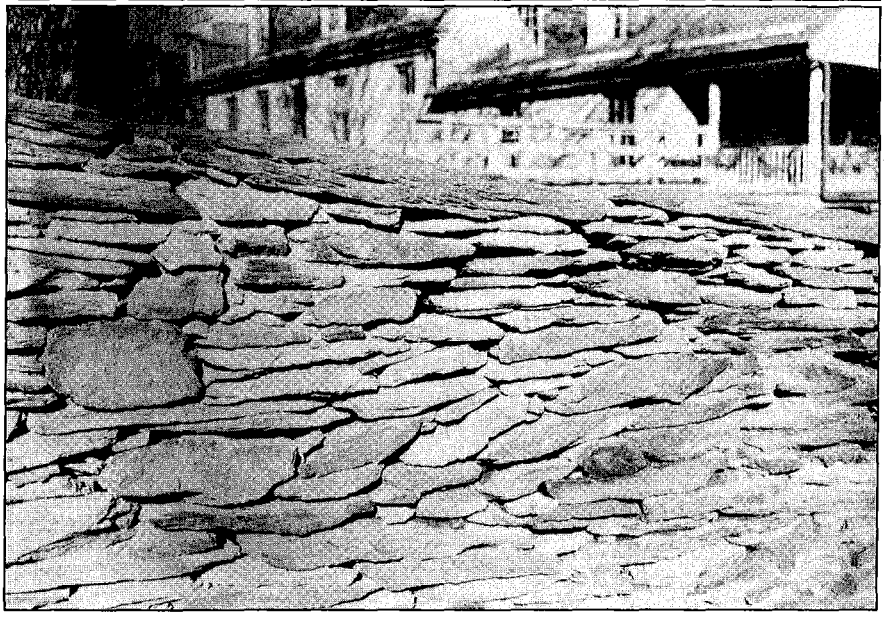
Summary

Historically the predominate building style in Lower Town was the Federal Style. As expressed through several eras, there were at least three variations of the Federal Style in Lower Town related to building function and period, or stylistic alterations such as the addition of decorative elements on building facades for decorative purposes. These three variations or expressions include: commercial storefronts, vernacular, and eclectic.

Other structural features that remain in Lower Town include foundation ruins, retaining walls, and the bridge from the Harper house to Harper yard. Three primary foundation ruins are found in the study area: the Episcopal Church on the Hillside, the B&O railroad bridge piers, and the ruins of the Presbyterian Church along Shenandoah Street. Other building foundation ruins are located behind buildings 37, 38 and 40; and throughout the Wager Backyards (see Existing Conditions: Detail Areas, page 2-19).



Ruins of Episcopal church on hillside, 1991. NPS photo, on file, HAFE NHP.

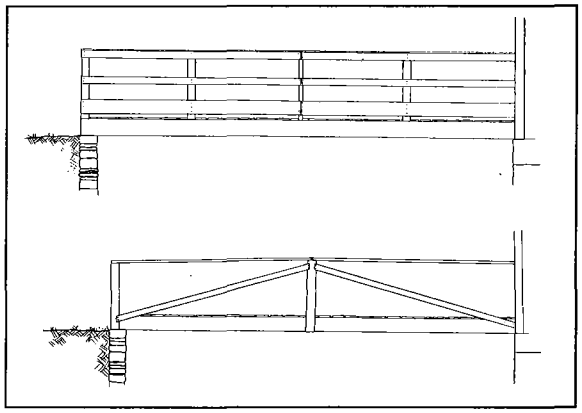


Remnant walls along Harper Yard, 1991. NPS photo, on file, HAFE NHP.

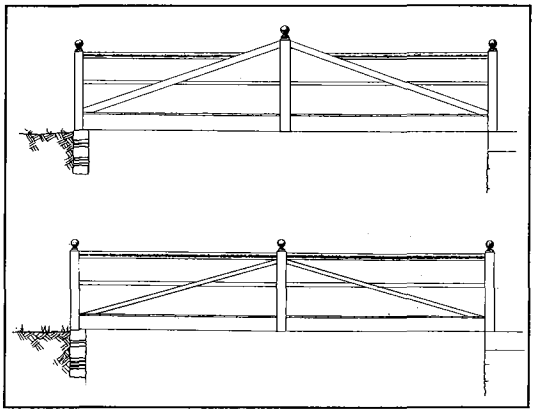
In addition to the ruins, a variety of structural and ornamental walls remain throughout the study area. Virtually all of these walls are shale, many are dry-laid with bedrock foundations, and several are remnants associated with non-extant building sites and developed areas. Among the most prominent are the two extensive walls associated with Harper Garden, the retaining walls on the hillside above Shenandoah Street and High Street, and the foundation walls between buildings 48 and 45. There is also a major stone wall supporting the railroad trestle between Market Street and the Point.

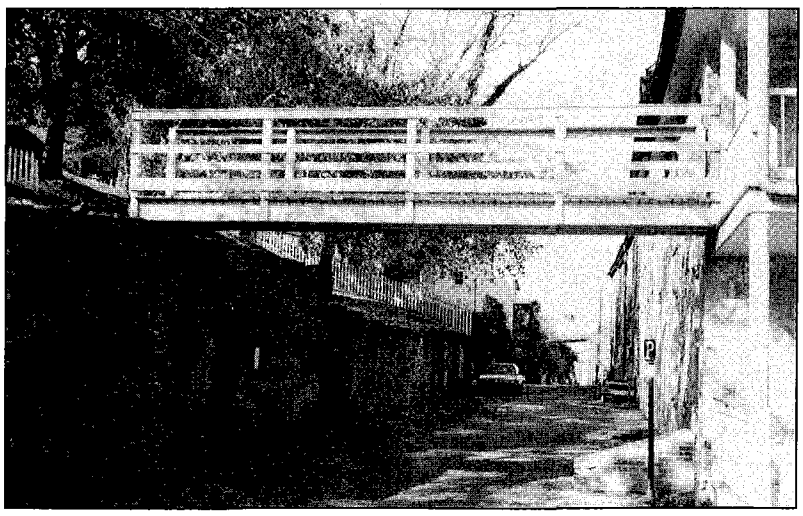


Harper bridge, 1898. Photo file, HF 500.



Bridge details from 1865-1900 (left), and 1900-1944 (right).

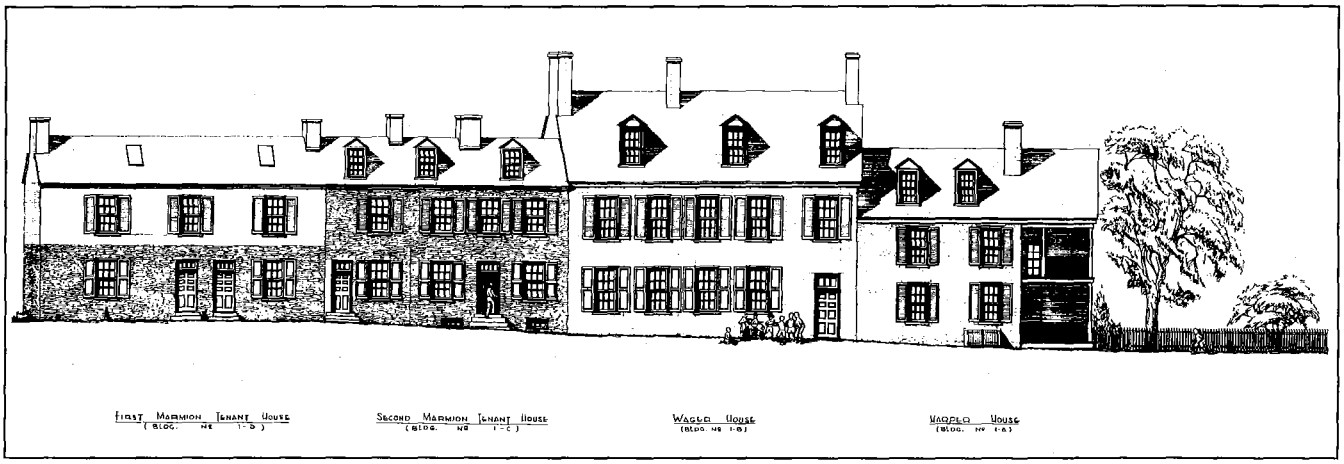




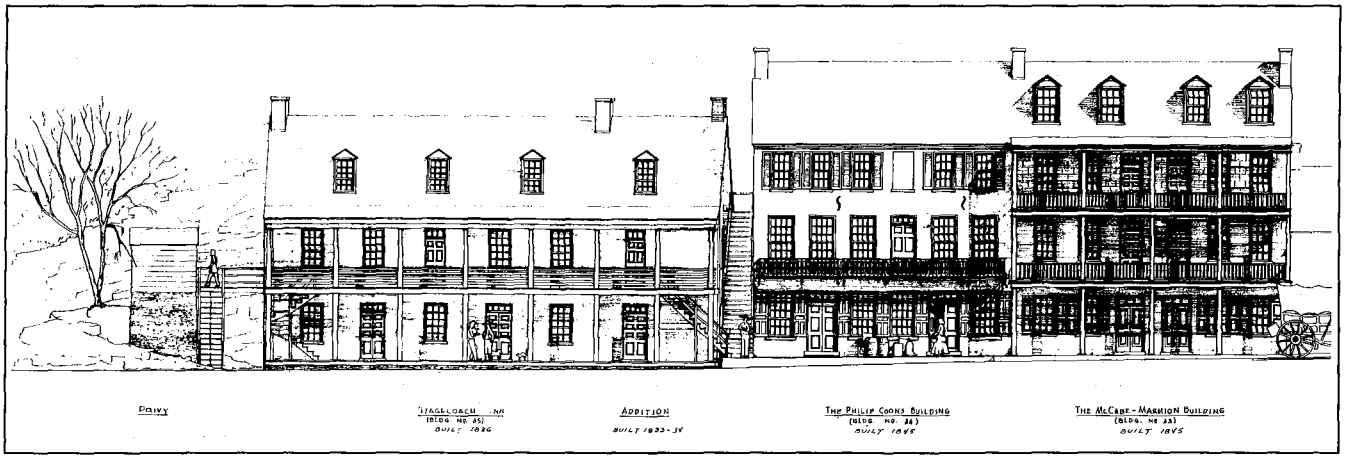
Harper bridge, 1991. NPS photo, on file, HAFE NHP.

Cluster Arrangement

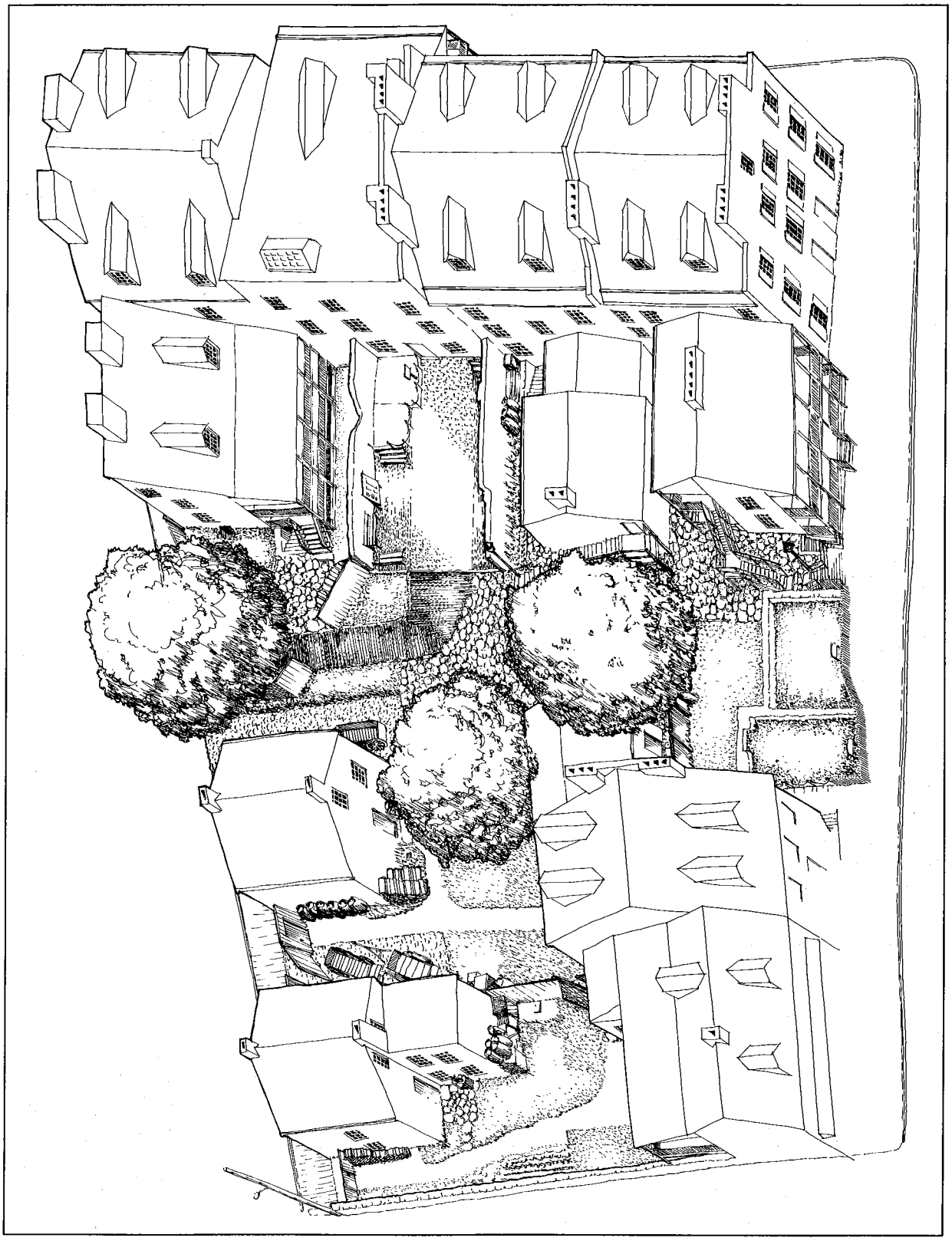
Cluster arrangement in Lower Town is characterized by the massing and grouping of individual structures as they define public and private spaces, land use boundaries, historic landscape organization and ownership, material vocabulary, public access, drainage, and generally establish the backbone of the streetscape and give it a distinctive form. Strongly influenced by natural systems and building convention, the arrangement and concentration of buildings creates a solid structural facade and building mass along the street. In all cases, the street presents the public face of the building cluster, with limited service areas, work yards, and garden spaces located in the back.



Residential buildings along Marmion Row (Public Walk), west elevation. Drawing by Alan Walmer.



Commercial structures along the north side of Shenandoah Street. Drawing by Alan Walmer.



Oblique view of Wager back-yards. Drawing by Steve Elkington, 1980.

Small-Scale Features

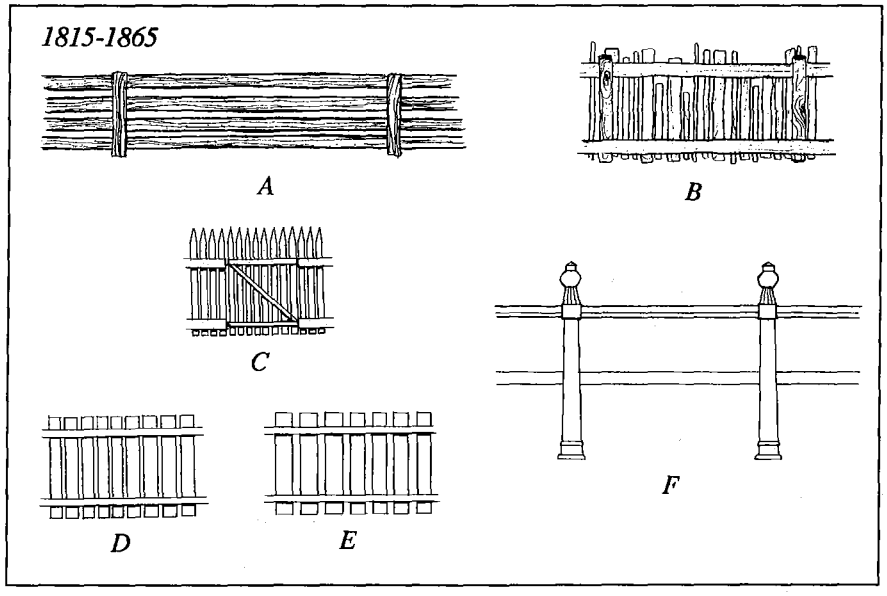
Small-scale site features serve functional and aesthetic purposes and generally add dimension and texture to the landscape. In Lower Town, these features can be grouped into the following categories: fences and boundary elements; paving materials; signs; drainage details; and site furniture.

All detail features illustrated below are based on field observations and photographic documentation. In some cases photographs are new acquisitions and do not have park identification numbers. These photos are indicated in the caption with an asterisk (*). All features based on field documentation are noted with a double asterisk (**). Remaining features are keyed to the existing park photo collection , and are noted as they are throughout the document, with the park identification number, e.g. HF 77.

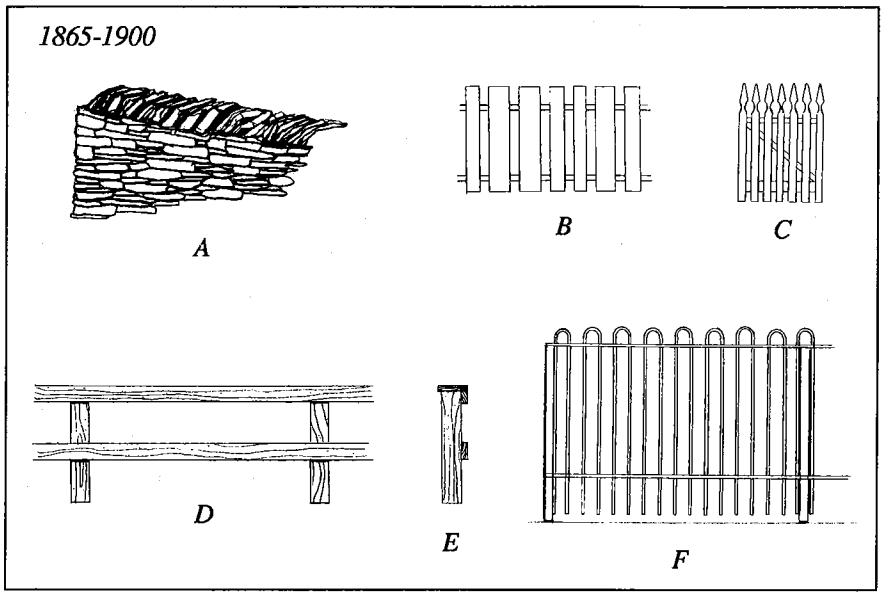
Fences and Boundary Elements

Historically fences have been used in Lower Town to define property boundaries and create a separation between privately-owned land and government land. Wood has been the predominant material for fences located around residential areas and the backyards of commercial blocks in Lower Town. Both the railroad companies and the federal government relied more on the use of brick, stone and iron, reflecting a more permanent or industrial character. Although most rock walls were structural in character, some did serve as boundary elements separating land use areas.

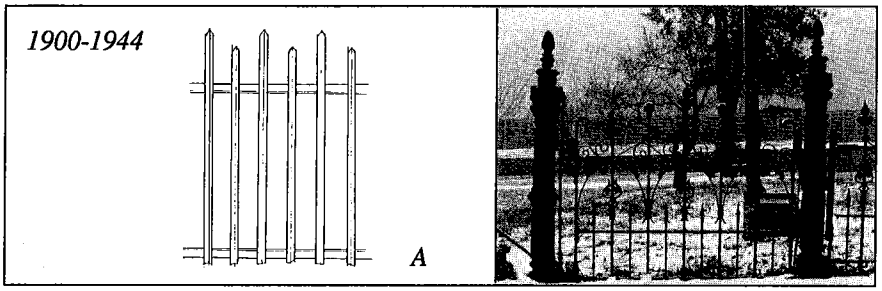
Today, there are thirteen different fence styles in Lower Town, including three types of wood picket, three straight wood board, three metal or iron rail, one split rail, one low (18") rope, and one low chain boundary fences. Some of these fences have historic associations (picket), and others are contemporary in nature (straight board) with no historical basis, and are used to accommodate or facilitate contemporary site functions such as screening parking lots or controlling visitor access to restricted areas.



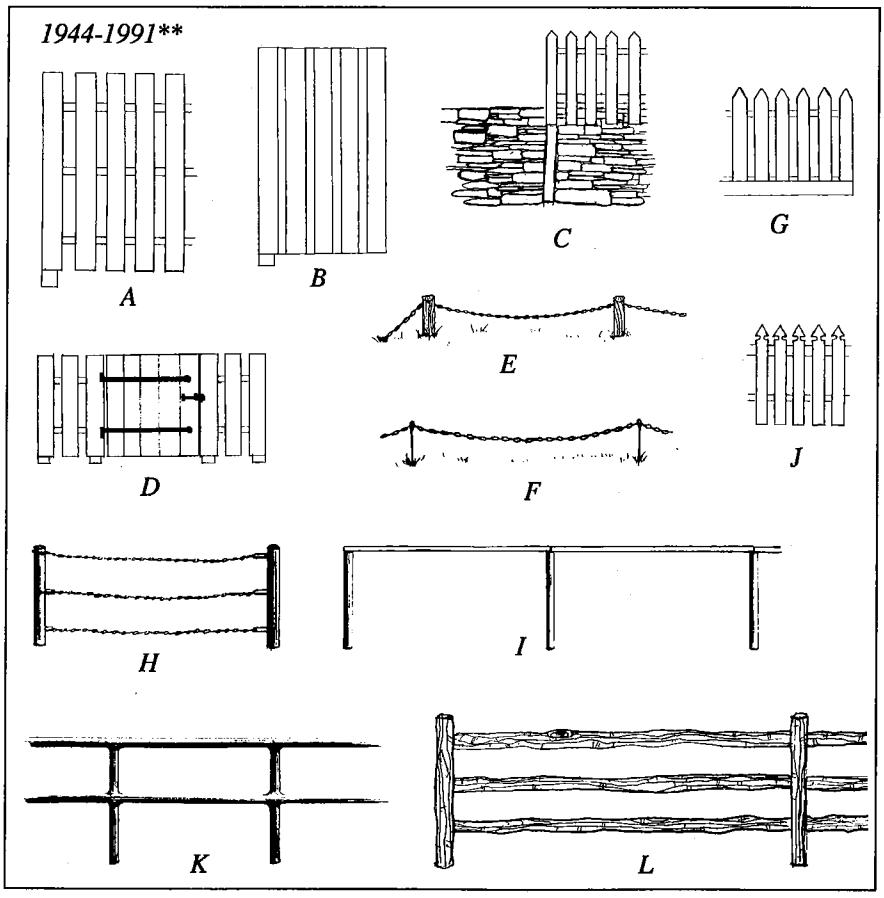
A) board fence along Shenandoah Street (HF 1319), B) board fence (HF 38), C) picket gate (HF 66), D) wide board fence (HF 94), E) wide board fence (HF 625), F) wood railing along Potomac River railroad trestle (HF 624)



A) stone wall with capstone detail (HF 786)
*B) board fence by building 48**
*C) picket gate at Presbyterian church**
D) board fence at the point (HF 781)
E) board fence–side view (HF 781)
F) wrought iron fence at railroad station (HF 297)



*A) wrought iron fence at railroad embankment***
B) wrought iron fence building 36 (NPS photo, on file, HAFE NHP)

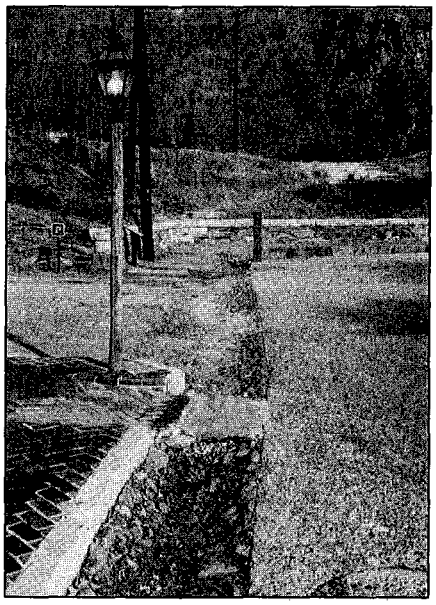


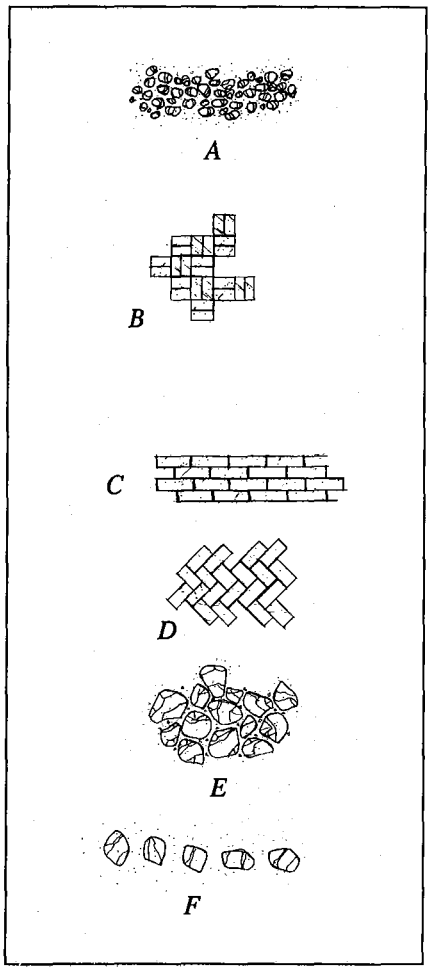
*(**All existing features based on field documentation)*
A) high board fence
B) high board fence
C) picket fence on stone wall
D) low board fence and gate
E) low (18") wood post and chain
F) low (18") rope and stanchion
G) picket fence
H) metal post and chain fence at Jefferson Rock
I) metal post and wooden handrail
J) picket fence
K) metal pipe railing at the Point
L) split rail fence

Paving Materials

Early in the development of Harpers Ferry wagon roads and paths were worn dirt trails, or bedrock surfaces. After 1830 improvements in technology and the growing population in the town led to the paving of several routes. Shale was the primary paving material for paths although other materials, including cobble, river stone, and brick were also used. Macadam and asphalt were common paving materials for road surfaces.

As many as twelve different paving materials are found in Lower Town today including brick (running bond, herringbone, and basket weave), flagstone, cobblestone, concrete, macadam, asphalt, rubble, dirt, Harper shale, bedrock, crushed shale, wood (bridge walkway, porches, and steps), and gravel. The most concentrated collection of individual paving materials is found in the Wager backyards. In general, paving materials used throughout Lower Town reflect the use of indigenous materials with historic associations. In some cases, the use of specific paving materials has been undertaken and reestablished based on archeological evidence as part of individual building and site rehabilitation projects.





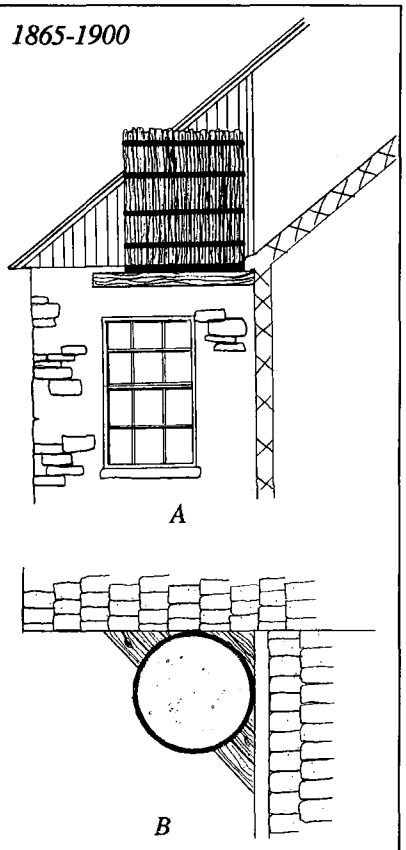
***All based on field documentation*

A) cobblestone paving
B) brick, basket weave
C) brick, running bond
D) brick, herringbone
E) flagstone paving
F) stepping stone

Drainage and Water Collection Details

Drainage and water collection have been major site issues in Lower Town from the time of early settlement. Natural landforms and steep topography along with shallow soils and the underlying bedrock allows little percolation, and leaves most surface water as runoff. As a result relatively deep cobble street gutters were part of the historic street profile along Shenandoah, Potomac, and High streets. Many of these drainage features have been reestablished based on archeological documentation. In addition, several drainage systems and water collection devices in the larger landscape setting (including landforms), and down spout treatments on buildings also expedite the channelling of water runoff. Although many of these larger systems are outside the study area some of the features and devices associated with these systems are within the study area, and should not be regarded as isolated structures.

1865-1900



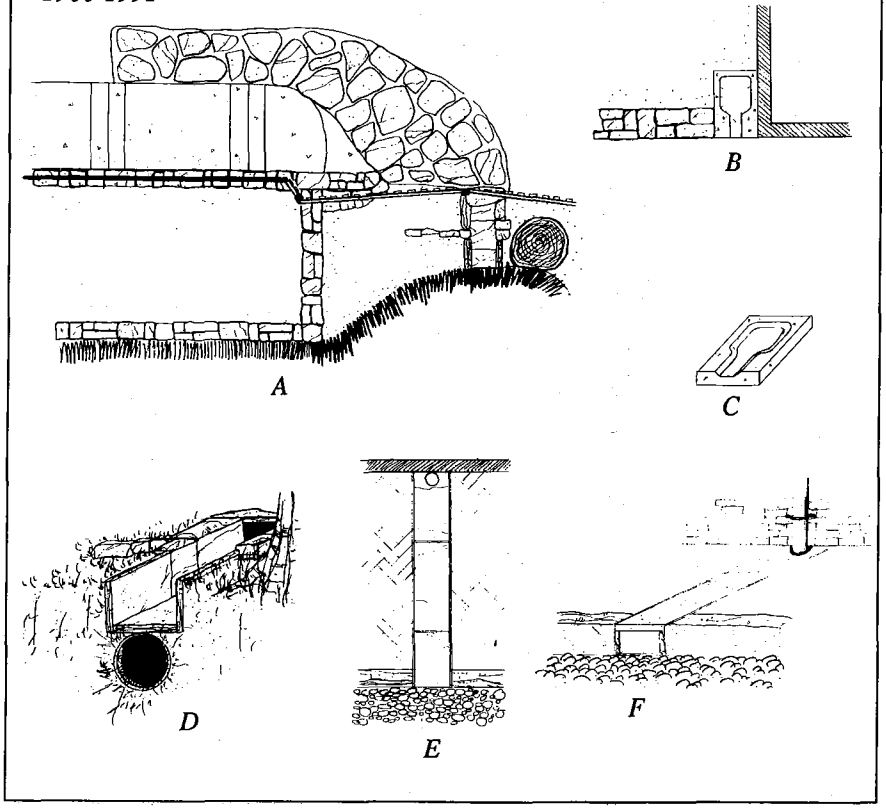
Above:
A) barrel cistern, buildings 1B & 1C (HF 877)
B) barrel cistern, plan view (HF 877)

1815-1865



A) shale slab crosswalk (HF 787)

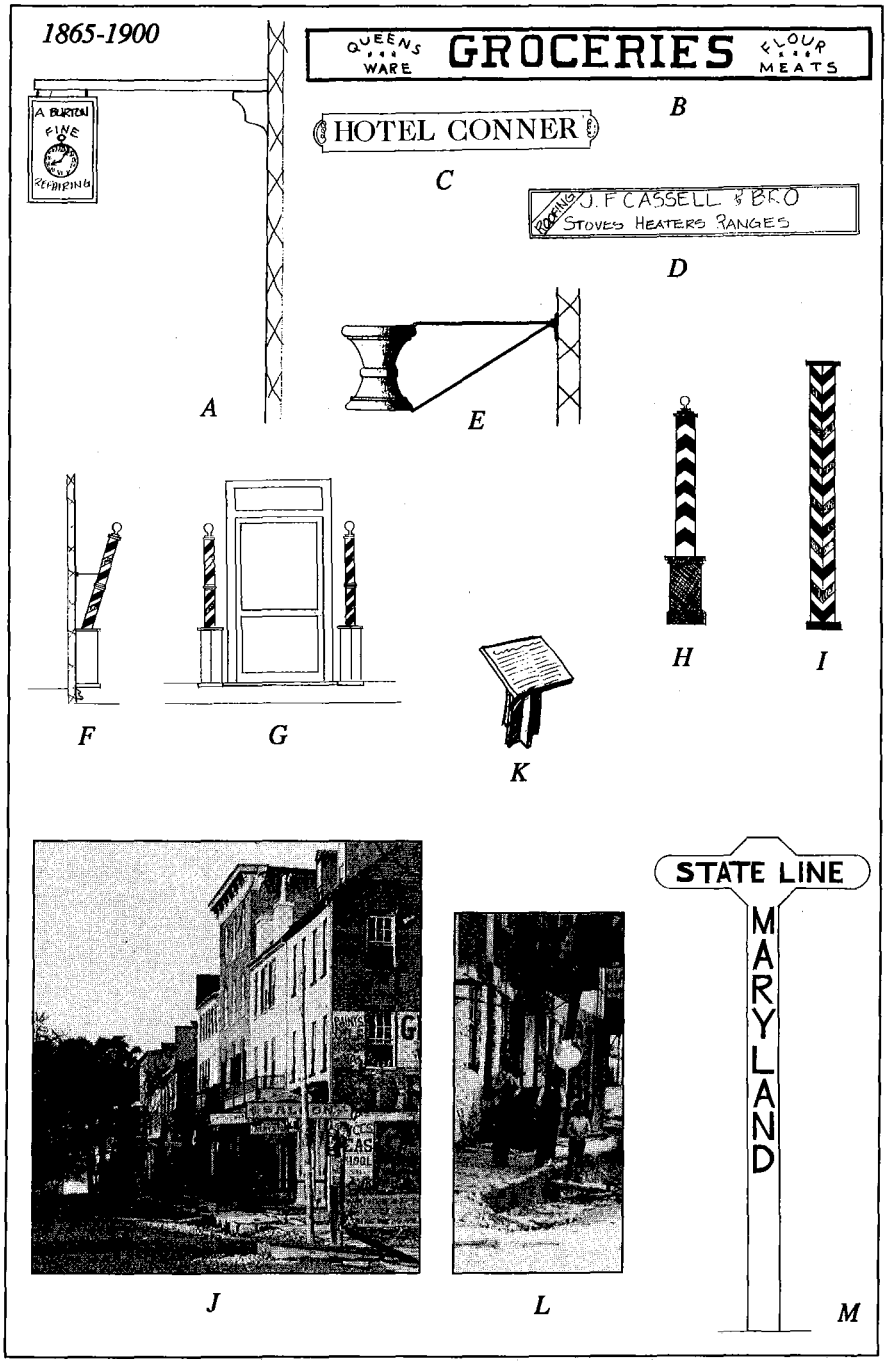
1900-1991



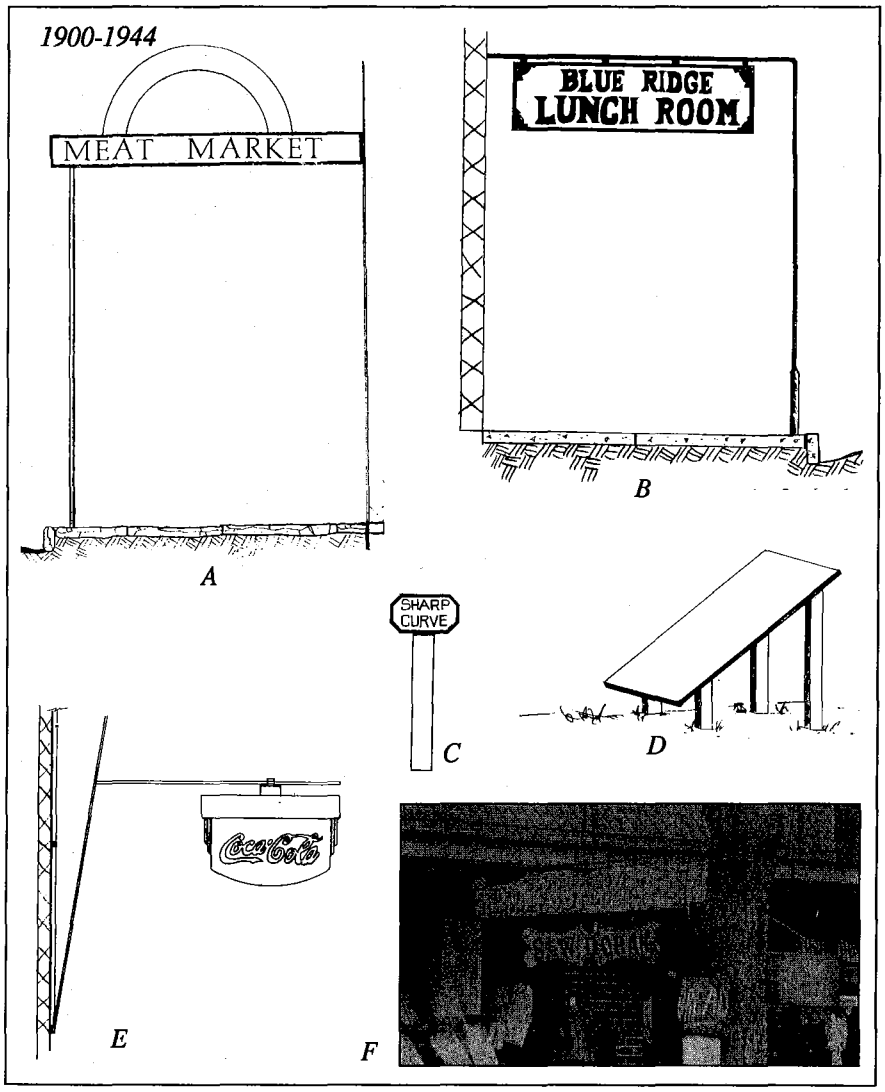
A) flagstone-covered drain at base of St. Peters Church steps, plan view
B) drain outlet (down cliff) at base of St. Peters Church steps, perspective
C) splash drain by building 3, plan view
D) splash drain, perspective
E) downspout & drain under sidewalk by building 11, plan view
F) down spout, perspective

Signs

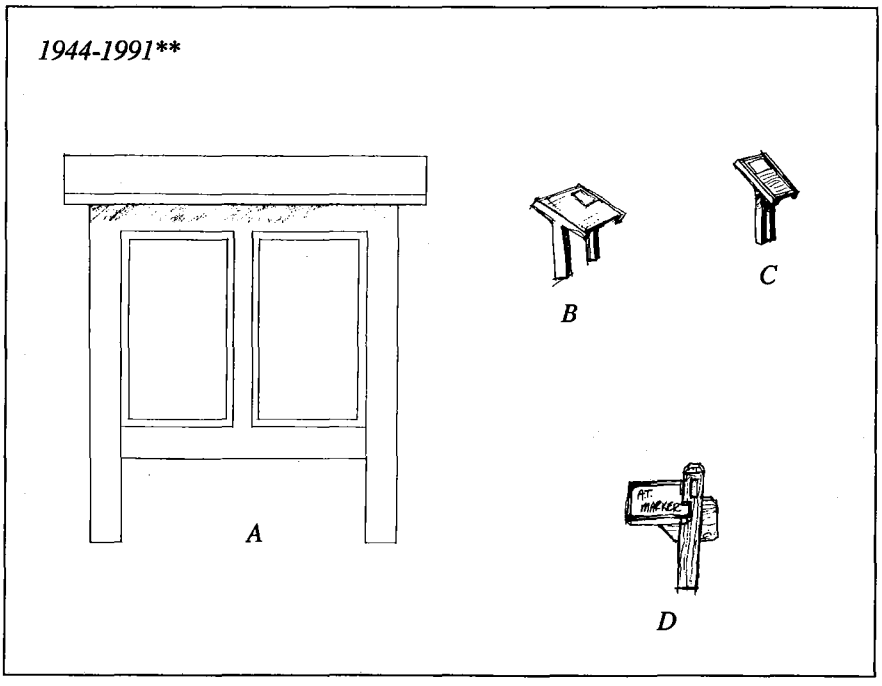
Historically signs in Lower Town were most closely associated with commercial enterprises indicating business location or advertising. Some signs—such as highway signs or street signs—were directional and served a specific functional need as they do today. Many of these signs have been reproduced and integrated into building reconstructions or rehabilitation projects. Today, the majority of signs in Lower Town are related to the interpretation of the historic resources. Among these are waysides which are used to present interpretive information for the park visitor.



A) jewelry store sign, building 14 (HF 370)
B) commercial sign, building 37 (HF 359)
C) Hotel Conner sign (HF 1142)
D) commercial sign, building 44 (HF-446)
E) apothecary sign, building 12 (HF 722)
F-G) barber shop pole, side view, front view (HF 1285)
H) barber shop pole (HF 1285)
I) barber shop pole, High Street (HF 1285)
J) Shenandoah Street streetscape (HF 1154)
*K) Civil War interpretive tablet ***
L) tin pot, building 3 (HF 787)
M) railraod station sign (HF 297)



A) commercial sign building 43 (HF 346)
B) commercial sign (HF 304)
C) highway sign (HF 1309)
D) musket factory wayside (HF 1049)
E) commercial sign, building 9 (HF 1225)
F) store signs along Shenandoah Street (HF 417)



***All based on field documentaion*
A) kiosk
B) wayside
C) wayside
D) Appalachian Trail marker and wayside

Site Furniture

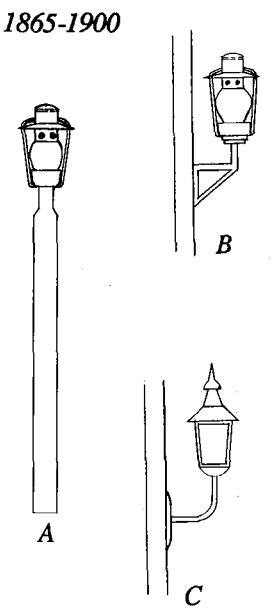
Site furniture is a broad category that includes functional objects such as drinking fountains, garbage cans, and lighting fixtures. Today most of the objects classified as site furniture are used for interpretive purposes, including wooden barrels, and benches.

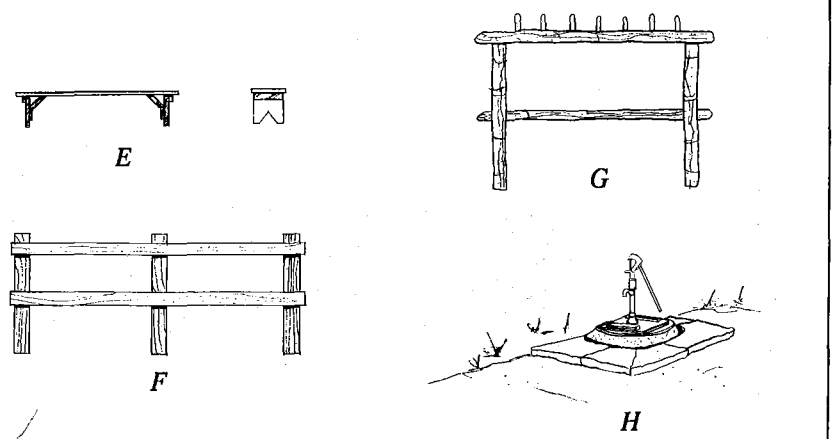
1815-1865



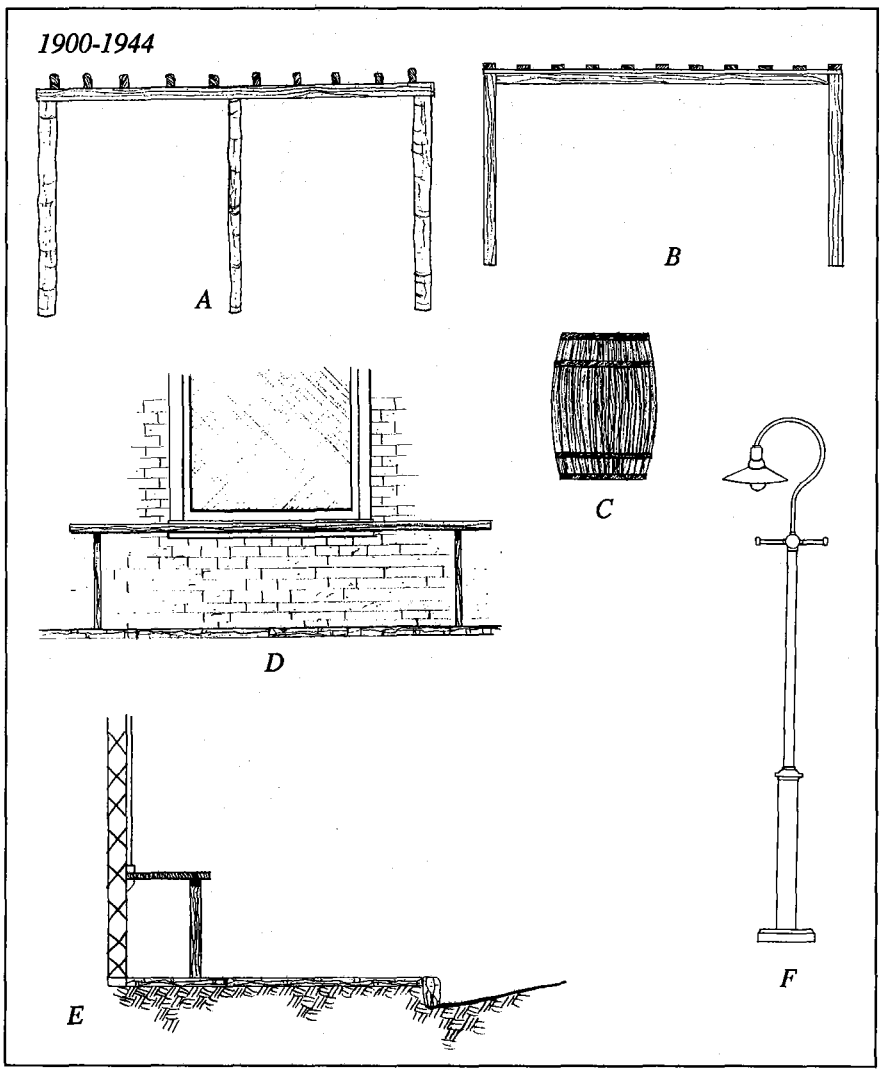
A) lamp post musket factory grounds (HF 90)

1865-1900

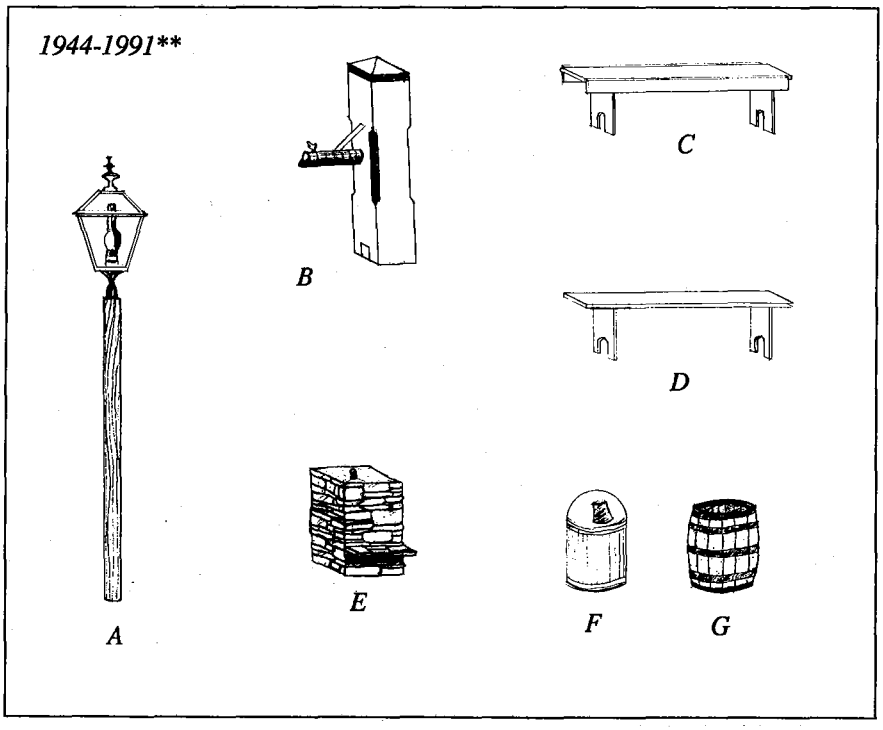




A) lamp post (HF 722)
B) lamp at Hotel Conner (HF 1142
C) lamp at Hotel Conner (HF 1142)
D) awning frame (HF 610)
E) wooden bench–front and side view (HF 557)
F) hitching post on Potomac Street (HF 446)
*G) hitching post by Presbyterian Church**
*H) town pump**



A) arbor (HF 1215)
B) pergola (HF 1212)
C) barrel trash can (HF 417)
D) sidewalk display table, building 35, front view
E) sidewalk display table, building 35, side view
F) shephers hook light pole (HF 301)



***All based on field documentation*
A) lamp post
B) "cucumber pump"
C) wooden bench
D) wooden bench
E) stone drinking fountain
F) metal trash can
G) barrel trash can

LANDSCAPE SIGNIFICANCE

The following is a summary of the analysis and evaluation for the cultural landscape of Lower Town. It is based on the documentation of the historic landscape features and patterns through five historic periods beginning in 1750 and continuing to the present.

Periods of Significance

1750-1815—Early Settlement
1815-1865—Community Development
1865-1900—Reconstruction and Commerce

Other Periods Documented

1900-1944—Community Stabilization and Tourism
1944-Present—NPS Administration

Of the five primary historic periods influencing the landscape of Lower Town, three eras had the most impact on the overall development and organization of the townscape: the period of early settlement between 1750-1815, when circulation systems and spatial organization were established and construction of the United States Armory was initiated; the period between 1815-1865, when government property throughout Lower Town was subdivided and the majority of structures were constructed, leading up to and through the Civil War; and the period between 1865-1900, when the town was rebuilt, and witnessed the expansion of commerce and transportation, which along with tourism became the viable economic base for the town. The cultural landscape of Lower Town is eligible for listing in the National Register under Criteria A, B, C, and D.

Criterion A

The landscape of Lower Town Harpers Ferry is significant under Criterion A because it is associated with the events that contribute to broad patterns of history. Geological processes and natural landforms created a passage or "gap" through the Blue Ridge mountains and functioned as a gateway to the west, opening settlement into the Shenandoah and Ohio river valleys. The location, natural resource base, and lay of the land made Harpers Ferry a natural transportation node in that migration, with potential for settlement, commercial enterprise, and industrial development. The landscape is also associated with the historical theme of community planning and development as reflected in the distinctive and definable patterns of land division dating from the 1840s and 1850s when government lands throughout Lower Town were platted and sold to local citizens. With the potential for physical expansion and growth of the town limited by the form and character of the natural landforms, early development of the landscape in Lower Town was channelled onto open lands along the Potomac and Shenandoah

rivers. Virtually all of this land was owned by the federal government, strongly influencing the visual character, material composition, and spatial organization of the townscape. Once these lands were platted and sold to private citizens the visual character and material form of the landscape changed, but it changed within the physical framework and spatial organization established by the government (by building on lands previously occupied by government buildings). As a result, many of the early patterns of settlement and development in Lower Town are intact and discernible today. The landscape is also significant for its association with industrial development in the United States as the site of one of only two United States armories. A sophisticated series of canals and waterworks, parts of which remain today, were constructed to generate power for manufacturing arms. In addition, the construction of the Chesapeake & Ohio Canal (C&O) along the Maryland side of the Potomac River, and the development and expansion of the Baltimore and Ohio Railroad, beginning in the 1830s established Harpers Ferry as a strategic location and transportation center for both people and freight. The site also reflects many of the associations of the tourist landscape dating back to the earliest visits of Thomas Jefferson in 1783, and continuing in various forms to the present. Artists throughout the nineteenth century depicted the landscape of Harpers Ferry in romantic and picturesque genre paintings and illustrations. Collectively these artistic renderings altered the perception and image of a largely industrial and commercial landscape into images of a pastoral hamlet along the shores of the Potomac and Shenandoah rivers. Railroad excursions and businesses in Lower Town catered to the tourist and the romantic version of a postbellum landscape in ruin.

Criterion B

Harpers Ferry is also significant because of the involvement of individuals of both national and regional significance. George Washington, who visited Harpers Ferry frequently, was a key figure in the establishment of a U.S. arsenal and armory at the site, having a long-term impact on the overall physical development of Lower Town. Thomas Jefferson also visited Harpers Ferry and, influenced by its natural beauty, espoused a different view, describing the natural and picturesque landscape as the ideal location for the contemplation of nature, setting a context for tourism and passive recreation. In addition, a number of prominent Civil War figures such as John Brown, Robert E. Lee, and "Stonewall" Jackson are also associated with the site. John Brown's raid on the U.S. arsenal at Harpers Ferry in 1859, and his subsequent capture by government troops under the leadership of Robert E. Lee, is regarded as one of the most significant events leading to the outbreak of the Civil War. At the regional level, Robert Harper is important as the founder of the town. Harper was responsible for the earliest structures in Lower Town and, along with his heirs who controlled much of the land, had a strong influence on the subsequent development of the landscape.

Criterion C.

The landscape of Harpers Ferry reflects the distinctive characteristics of a method of construction focusing on the use of brick and stone as the predominant building material throughout the site; the use of and adaptation to natural resources as the underpinning fabric influencing overall landscape organization and development; the type, style, building tradition, and siting of buildings; and the location and character of retaining walls constructed as part of a building, to take-up grade, create a buildable ground plane, and generally stabilize steep slopes. The remnants of canals, waterways, large cut-stone structural walls along the Potomac, and trestles associated with the construction or expansion of the railroad lines to and through the site are unique examples of period engineering technologies. In addition, general land use patterns reflect the impact of government ownership of large portions of the town through the early settlement and industrial development. Subsequent land division within that framework reflects the influence of both the natural landscape and functional patterns of landscape organization in the expansion of commercial use.

Criterion D.

Archeological research conducted over the years indicates a high density and diversity of archeological resources throughout Lower Town. Many of these sites have yet to be investigated and are likely to yield additional information about historical events, social and economic history, and prehistory of the site.

HISTORIC SYNTHESIS

Cultural landscape features and components surviving from and associated with specific historic periods are listed below. The historic synthesis map depicts these features and relationships in the context of the site as a whole, and sets a framework for the establishment of cultural landscape character areas based on the concentration and type of landscape values found throughout Lower Town.

Feature List by Historic Period

1750-1815

STRUCTURES

Buildings
Harper House
part of building 35
building 37

Ruins
Large Arsenal
Small Arsenal

Walls
Harper Yard wall adjacent to house

CIRCULATION

"road to Winchester" (generally aligned with High Street)
road along the Shenandoah (generally Shenandoah Street)
stone steps
Loudoun Street (Market Street)
lower Public Walk

FEATURES

Jefferson Rock

1815-1865

STRUCTURES

Buildings
buildings 1B, 1C, 1D, 5, 7, 8, 9, 10, 11, 11A, 12, 12A, 14, 15, 16, 34A, 36, 38, 39, 40, 43, 44, 45, 48, 63, the privy by building 45, and the Catholic School (Rectory)

Ruins
smokehouse/ root cellar in Harper Yard
Presbyterian Church
Episcopal Church
John Brown bridge piers
stable along Public Walk
ruins of buildings 56B &56C along High Street
"Coons" building in Wager backyards ("L"-shaped wall)
partial walls on east and north side of arsenal yard (reconstructed)
walls of building 10A in Wager Reservation
building 13-foundation ruin

Walls
walls behind buildings 40 and 38
RR wall along Potomac River
RR wall for W&P wrapping around the Point
portion of the entry wall to Roman Catholic Church
Wall by Presbyterian Church ruin on the north side of Shenandoah Street
wall along south side of Hog Alley
Harper Yard and garden walls
cemetery wall on Camp Hill
Wall along High Street

CIRCULATION

W&P RR trestle
Bridge Street
Tell Street
Public Walk
Potomac Street
Church Street
Hog Alley
steps along building 39
trail to Jefferson Rock
sidewalks including both sides of Shenandoah Street from arsenal yard to the bus drop-off and both sides of High Street

SPECIAL FEATURES (SMALL-SCALE FEATURES)

town pump
outlines of non-extant structures in Block "C" lots 7/8, 9, and 10, and Block D, lot 7
outline of superintendents office in arsenal yard
bridge from Harper House to Harper yard
outline of commercial building on former Ferry Lot

1865-1900

STRUCTURES

Buildings
Buildings 33, 33A, 32, 34, remaining portion of building 35
St. Peter's Roman Catholic Church

Walls
along Roman Catholic Church
along north side of Shenandoah Street, between building 45 and the Presbyterian Church
wall by John Brown Monument along Potomac St.
wall below rectory, near Roman Catholic Church
W&P wall extended and enlarged

Ruins
Shenandoah bridge piers
residential foundations adjacent to building 48
Kaplon department store building lot

CIRCULATION

steps to train station
railroad track alignment
B&O RR Bridge
access from Shenandoah Street to point

VEGETATION

two specimen trees along Market Street
specimen trees in arsenal yard
tree by building 3
three maple trees in front of buildings 33-35

FEATURES

John Brown Monument
fence in front of Master armorer's house
steps to former Catholic school along the north side of Shenandoah St.
tablets placed at armory site near John Brown Monument (moved to new location during NPS era)

1900-1944

STRUCTURES

Buildings
building 3

Walls
west of building 48
on the hill below Catholic School/Rectory

Ruins
foundation ruins for RR buildings along the W & P wall near Point
abandoned road bed to railroad from Shenandoah St.
building 4 walls
foundation ruins behind building 40
foundation ruins of building 42

VEGETATION

two specimen trees in Arsenal Yard
two specimen trees in the Green, off of Shenandoah
privet hedge by John Brown monument
forsythia hedge below Catholic Rectory

1944-PRESENT

STRUCTURES

Buildings
building 84 (stables)
John Brown Fort (relocated building 63)
bus shelter/ drop-off

Walls
three lower walls on hillside above Shenandoah St.
parking lot walls at Roman Catholic Church

CIRCULATION

parking lot near church
bus drop-off
steps to Jefferson Rock
employee parking lot and access road/ Hamilton St. area

VEGETATION
yew hedge along the "Green"

V. DESIGN DEVELOPMENT

INTRODUCTION

Development of a design for the cultural landscape of Lower Town required four steps leading to an overall site plan. Based on an analysis of the landscape nine **cultural landscape character areas** were identified and four associated **management zones** were defined as a tool for organizing data from the evaluation. The **management zones** serve to outline appropriate types of treatment for areas in Lower Town that have different levels of historic landscape significance and integrity. Within this framework **general design recommendations** were developed to provide guidelines for various landscape features addressed in the design, including the treatment of buildings and structures, circulation systems, plant materials, and small-scale features. Several options for preservation and site development were consolidated and organized into three conceptual **design alternatives** for Lower Town. The alternatives were based on the evaluation of significant cultural landscape features and resources; existing and proposed treatments associated with current park planning documents and building packages; and on the programmatic and operational requirements of the park. Alternatives were primarily designed with an interpretive focus ranging from "no action" to highly developed proposals, with new structures and facilities. During the review period, elements from all three alternative were discussed and considered in the context of overall site management. Because of the complexity of the resources in Lower Town, and the overlapping value of those resources, the decision was made to work toward a landscape design incorporating aspects from all three plans (see Landscape Plan, page 5-16).

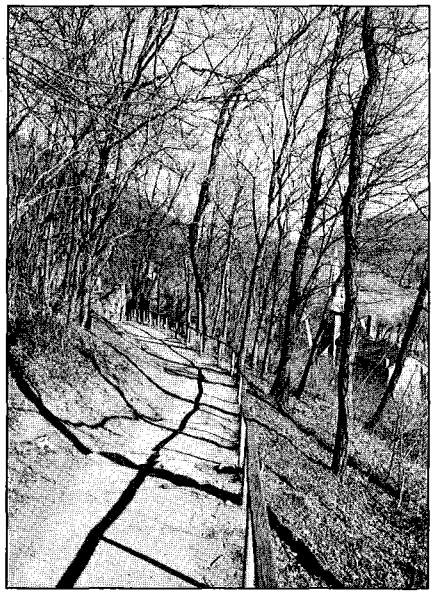
Although design alternatives for Lower Town did not directly address treatment of landscape resources on Virginius Island, the Armory, Camp Hill, or the Heights, each alternative did address the physical and functional relationship between Lower Town and these areas as it impacts overall treatment of the landscape. These alternatives were reviewed and discussed prior to the development of a final landscape plan.

The landscape plan for Lower Town is a synthesis and reevaluation of the three design alternatives and several ideas and concepts discussed during the review and throughout the course of the project. The design is described with both a narrative text and illustrated site plan at 1:50. In addition, five areas within the design were explored in more detail in order to clarify and expand the development of specific treatments. Finally, design concepts for treating non-extant building foundations and recommendations for selecting appropriate paving materials and plant materials were developed to provide a working vocabulary of small-scale features and textures within the landscape.

It is important to note that because the landscape of Lower Town has historical significance, implementation of any design treatments described in this document will require regional review, public review, and compliance. Archeological clearance and/or investigations may be required prior to finalization of specific design treatments or implementation of any of the proposed treatments described in the plan.

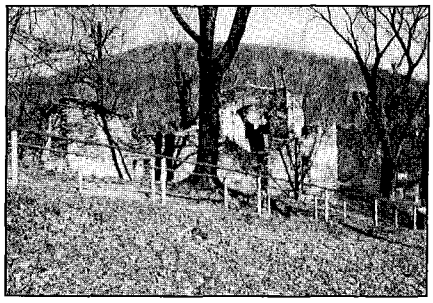
LANDSCAPE CHARACTER AREAS

During the landscape evaluation nine **cultural landscape character areas** were identified within Lower Town. Each character area was defined based on the physical qualities of the landscape, the type and concentration of cultural landscape resources present, the historical significance of the area, and the integrity of historic landscape features and relationships. In addition, within each general landscape area, more discrete areas were identified. For example, the Master Armorer's House is included in the landscape character area designated as "The Arsenal Yard," because of its strong historic association with the development and evolution of the area. The landscape character areas also have a strong tie to contemporary land use and operational practices in Lower Town and have influenced the overall organization and designations for specific areas. Collectively these areas define the overall landscape organization of Lower Town.



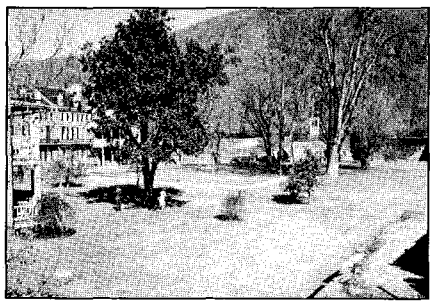
THE HILLSIDE

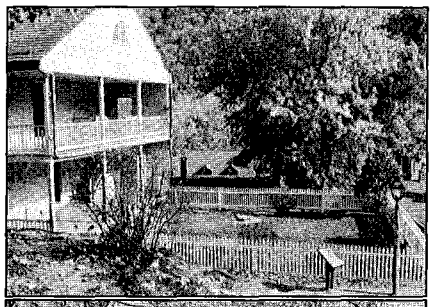
Comprising the northern edge of the study site, the hillside is the primary historic boundary element defining the landscape of Lower Town. Landscape features from several historic periods remain, including Jefferson Rock and the associated trail, the ruins of the Episcopal church, scattered structural walls, and the ruins of several civic structures along Shenandoah Street.

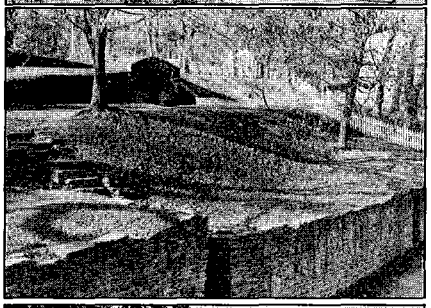


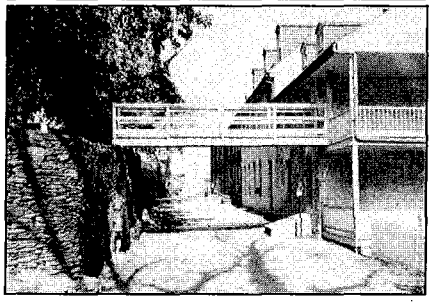
ARSENAL YARD

Arsenal Yard is located in the southeastern portion of the study area, adjacent to the Point. It is defined along the south and east by the railroad wall and tracks, and by Shenandoah Street on the north. The site includes the foundation ruins and markers from the United States arsenal buildings which were located at Harpers Ferry from c. 1800 until it was burned in 1861, the low stone wall around the perimeter on Shenandoah Street marking the location of the original wall, the Master Armorer's house (building 36), and the relocated John Brown's Fort (building 63). Between 1865 and 1944 this area was primarily commercial in character with as many as twenty individual structures packed on the block, including a hotel, storage structures, residences, offices, and shops. Several of these building were damaged or lost to floods, and the remaining structures were removed by the NPS.









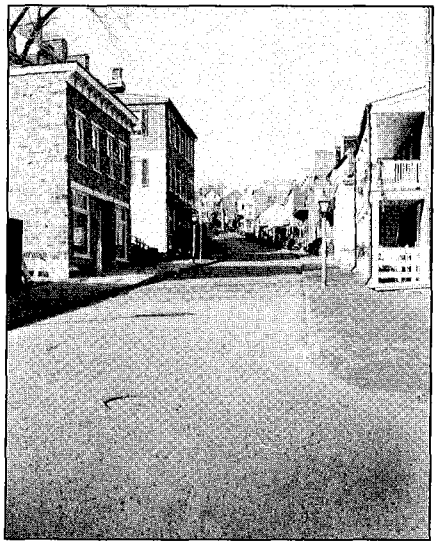
HARPER YARD/GARDEN

Harper Yard is located on the northwest edge of the study area and is defined by High Street on the east, the trail to Jefferson Rock on the south, and the church parking lot on the west. Adjacent to the Harper House the small area enclosed by the picket fence is known as Harper Garden. This area also includes resources from several historic periods including the buildings comprising Marmion Row (including the bridge between the terraced yard and Harper House), the Public Walk, the Stone Steps, and the foundation ruins (NPS) along High Street, and the yard and associated structures (smokehouse/root cellar).



THE WAGER RESERVATION

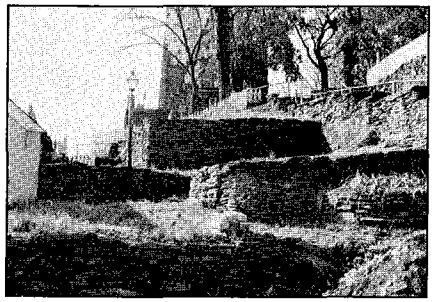
Located in the core area of Lower Town, the Wager reservation (a portion of the historic Wager reservation) is comprised of the structures and landscape features between Hog Alley and Shenandoah Street, and Potomac and High streets. Thirteen historic buildings, a number of foundation walls, and circulation systems relating to several historic periods are represented. The exterior portions of several buildings in this area were reconstructed by the NPS to reflect the Civil War period, and the interiors were modified to accommodate NPS administrative and interpretive needs. Contemporary building packages associated with this area include package 110 and package 118.



THE STREETSCAPE

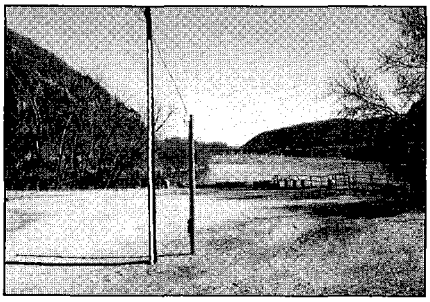
The Streetscape of Lower Town is a vital and complex landscape. It includes the streets themselves (curbs, gutters, alignment and surface paving); commercial facades of buildings clustered along Shenandoah, High, and Potomac streets; and the enclosed entry "corridor" along Shenandoah Street from building 48 to building 45. From initial settlement through the early 1900s, the streetscape in the core area of Lower Town has retained a distinctly commercial character.

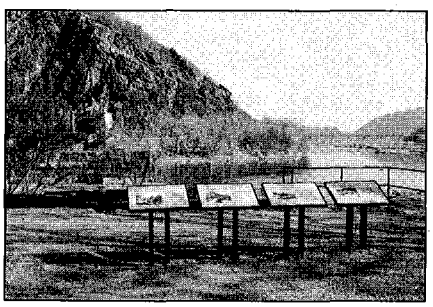
BACKYARDS



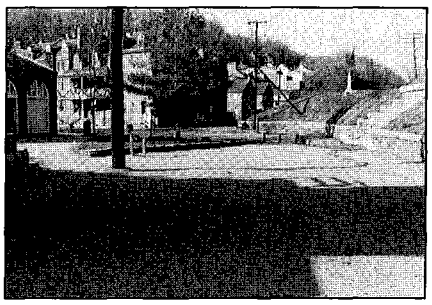
The landscape and associated backyards of buildings on the north side of Shenandoah (38, 40, 43, 44, and 45), and on the south side (32, 33, 34, and 35) reflect the functional and work-related character of these areas. Portions of the landscape in the Harper Yard and the Wager Reservation also have features that relate to the service-oriented use of the landscape, but are discussed under those character areas. The backyards of mixed commercial/residential buildings on the north side of Shenandoah were densely developed with outbuildings constructed on shallow terraces extending a limited number of feet to the face of the cliff. A combination of stairs and footpaths provided access to structures at several levels, corresponding to the egress and access to individual buildings. Landscape remnants associated with the backyards of the Shenandoah Street buildings (packages 116 and 115) include building foundation ruins, walls, vegetation, fences, and footpaths. The backyards of buildings 32, 33, 34, and 35 were less compact and less developed with a large level area extending to the railroad wall (W&P), and few outbuildings.

THE POINT



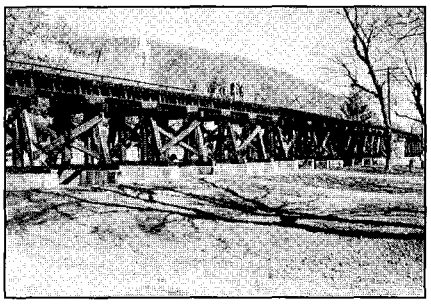


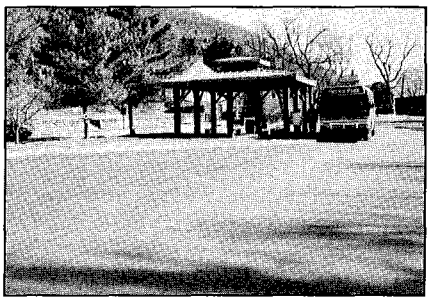
The Point is located on the southeast portion of the study area, at the confluence of the Shenandoah and Potomac rivers. Throughout the early development of Lower Town, the Point functioned as both a symbolic and functional center for the community. Early ferry landings were sited there, and it was one of the primary access points to the town. The landform itself has been modified over the years in order to construct bridges and railroad lines. The Point includes landscape features and remnants associated with several historic periods. Among these are building foundations, large structural walls built by the railroad between 1815 and 1865, Civil War interpretative tablets (1897) relocated to this area by the NPS (1975), and the remnant bridge piers from the Bollman Bridge and the Shenandoah Bridge.



RAILROAD YARD

Only a portion of the railroad yard is within the study area, and it is located on the eastern edge of Lower Town, along the Potomac River. The railroad yard developed after the Civil War on the land formerly designated as the Ferry Lot, where there was a high concentration of commercial structures in the years before and after the war. The landform was significantly modified between 1894 and 1931 to accommodate the realignment of the B&O railroad tracks and new station. Landscape features and remnants include the steps, the culvert (vomitorium), the railroad tracks, the John Brown monument, and several structural walls associated with the construction of the embankment, as well as a portion of the large cut stone wall constructed for the B&O Railroad trestle along the Potomac River between 1841 and 1842.





HAMILTON STREET AREA

The Hamilton Street area is located along the south boundary of the study site. It is the largest single area that is part of the cultural landscape of Lower Town and includes all of the lands south of Shenandoah Street and west of Market Street, as well as the riparian edge along the Shenandoah River. It is bisected by the elevated W&P railroad trestle. Between 1815 and 1942 (when floods devastated this area), virtually all of this land was residential and characterized by individual houses, outbuildings, and scattered garden plots. Landscape resources in this area include the outlines of five historic buildings, the reestablished alignment of Hamilton Street, and the railroad trestle. The bus shuttle drop-off is also located in this area.

MANAGEMENT ZONES

Cultural landscape character areas with similar types of significance and integrity were then grouped to create four **management zones.** Each zone reflects different levels of treatment and management requirements for the preservation of significant cultural landscape resources. The following organization is based on the landscape evaluation, and each cultural landscape character area listed includes all the resources described above.

ZONE I

Areas with a high degree of significance and landscape integrity relating to all historic periods.

A. Harper Yard/Garden
B. Arsenal Yard
C. The Hillside

ZONE II

Areas with significance associated with all historic periods but with little landscape integrity due to the loss or replacement of original material. These include areas that have been either totally or partially reconstructed.

A. Wager Reservation
B. The Streetscape
C. The Backyards

ZONE III

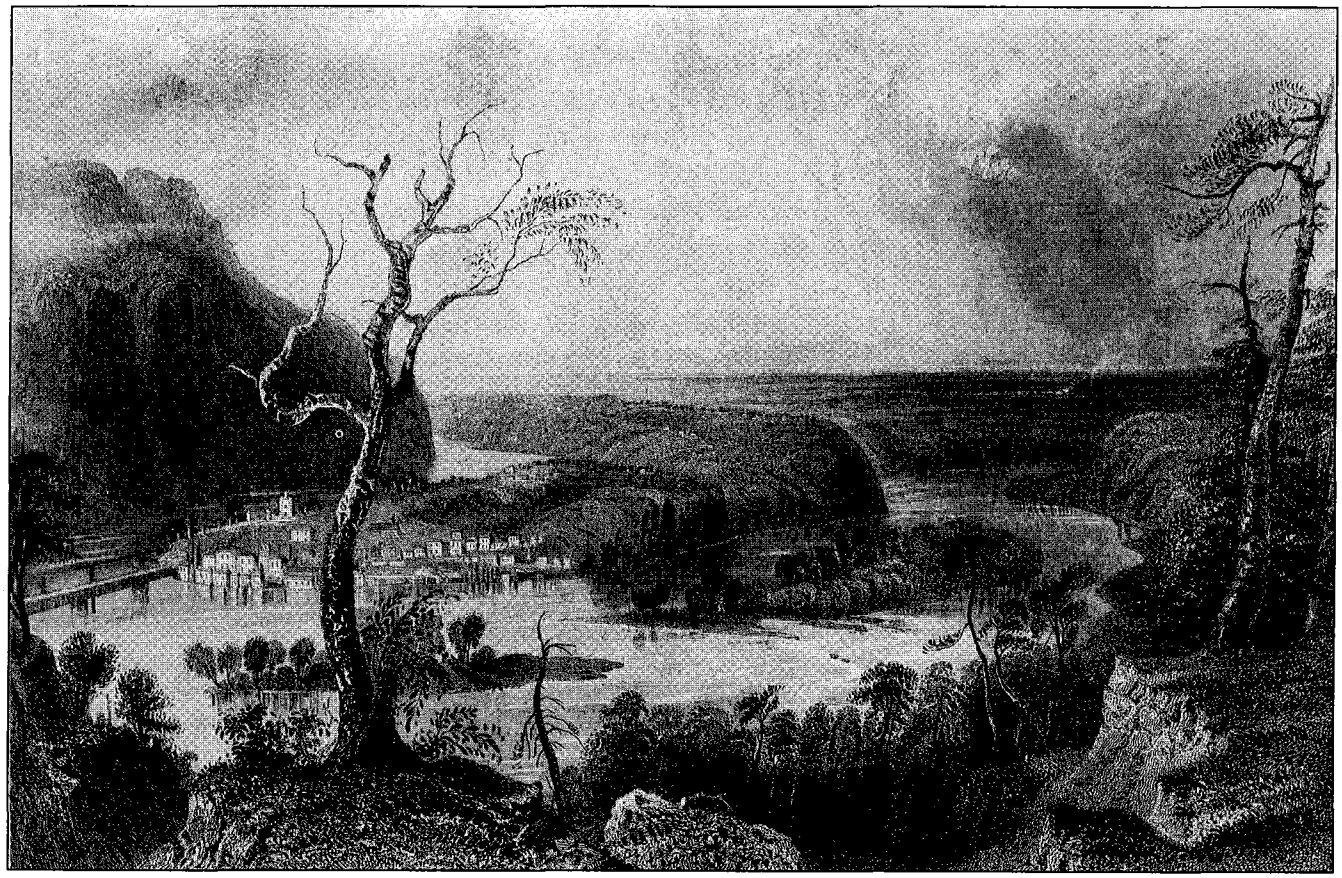
Areas with historical significance and landscape integrity relating to some periods, but not all.

A. The Point
B. Railroad Yard

ZONE IV

Areas with historical significance, but no extant landscape features, and no cultural landscape integrity. These sites are primarily archeological sites with potential cultural landscape value.

A. Hamilton Street



GENERAL DESIGN RECOMMENDATIONS

The following recommendations address preservation of significant cultural landscape patterns and features in Lower Town. These recommendations form the framework for the development of the landscape plan for Lower Town, and also set the context for more specific design guidelines which have been developed for individual areas within the plan. The recommendations are organized into four program areas including Buildings and Structures, Access and Circulation, Vegetation, and Special Features, Site Details, and Materials.

Many of the recommendations and guidelines that follow will require an environmental assessment and additional archeological investigations prior to implementation. Areas requiring specific archeological testing, research, investigation, or treatment are discussed in the objectives and guidelines for the Landscape Plan beginning on page 5-16.

BUILDINGS AND STRUCTURES

1. All historic structures should be maintained and included in a cyclic maintenance preservation program which addresses long-term preservation requirements for individual buildings.

2. Structural ruins including the St. John's Episcopal Church, the small arsenal, the Presbyterian Church along Shenandoah Street, and the John Brown bridge piers should be stabilized and included in a cyclic maintenance preservation program.

3. Jefferson Rock should be stabilized and maintained as part of a cyclic maintenance preservation program.

4. Historic walls throughout Lower Town should be evaluated by a historical architect and/or an archeologist to determine the condition, stability, and treatment required for preservation. Where vegetation is threatening the integrity of the wall, it should be removed under the supervision of the appropriate professional.

5. Consideration should be given to the delineation of key non-extant structures as a tool for enhancing visitor understanding of the scale and extent of the site through all significant historic periods. However, non-extant historic features should not be reconstructed, in part or in whole.

6. New and/or additional structures required for general park operations including maintenance and contemporary site functions, or that do not relate to the historic site, should be located outside of the historic district.

7. Treatments associated with the adaptive use of individual buildings should also take into account the landscape context for the structure including fenestration, accessibility, matching adjacent grades, the placement of utilities, the appropriate use of plant materials, and site furniture.

8. If the spur berm of the railroad embankment is removed, John Brown's fort should be relocated to its original site on the musket factory grounds.

ACCESS AND CIRCULATION

Vehicular

1. The shuttle bus should remain the primary mode of access to the site for park visitors. General vehicular circulation through Lower Town should be discouraged.

2. The alignment, material, and character of historic roads through the core area of Lower Town, including portions of Shenandoah Street, High Street, and Potomac Street, should be maintained and used as limited vehicular routes in Lower Town, and as practical, pedestrain paths.

3. The NPS parking area and access road from the shuttle bus staging area should be removed and relocated out of the historic district.

4. The addition of new roads or parking areas should take into consideration the potential impact of the development on archeological resources, the cultural landscape, and the historic character of the site as a whole.

5. Bicycle parking should be provided near the shuttle bus staging area.

6. Church Street (within park boundaries) and the Public Walk should be pedestrian-oriented spaces as they were historically. Vehicular circulation in this area should be limited to local access.

Pedestrian

1. Historic paths and pedestrian systems including the sidewalks on Shenandoah Street and High Street, the informal paths through the Wager backyards, the stone steps, and the Public Walk, should be retained and used whenever possible.

2. New pedestrian paths should be added only as needed for interpretive or functional purposes, and should be based on historic documentation with special attention to the form, alignment, and materials used.

3. Handicap accessibility to historic buildings and exhibits should be developed in a manner that is compatible with the historic character of the site. The visual and physical impact on the cultural landscape from the addition of new ramps, railings, signs, and curb-cuts should be minimized.

4. Historic crosswalks along Shenandoah, High, and Potomac streets should be reestablished as appropriate in the overall redevelopment of circulation through Lower Town.

5. Circulation in the area around Jefferson Rock should be redeveloped to reduce the impact on the natural landscape caused by random social paths and intense visitor use.

6. Existing trails from Lower Town to Virginius Island, Camp Hill, and across the Potomac River to Maryland Heights should be retained and strengthened to enhance the physical and interpretive connection to adjacent historic areas. All associated trails, such as the trail connections to the Appalachian Trail and the C&O tow path, serve to link Lower Town to the larger regional context and should be strengthened whenever possible.

PLANT MATERIALS

1. Existing vegetation on the hillside above Lower Town and the riparian vegetation along the shoreline of the Shenandoah River should be retained and managed as biotic resources that contribute to the cultural landscape of Lower Town.

2. Management of vegetation on the hillside should take into account both natural resource concerns and the need to reestablish and maintain critical historic viewsheds to the river "Gap," Loudoun Heights, and west up the Shenandoah River. Selective thinning of vegetation to reestablish historic views should be undertaken under the supervision of a landscape architect.

3. Vegetation along the Shenandoah shoreline should be managed in a manner that enhances bank stabilization, prevents unnecessary erosion, and preserves the riparian character of this area to the degree possible. Management treatments that potentially impact historic archeological resources should be developed in collaboration with the park archeologist.

4. All plant materials used in Lower Town should be selected from the list of appropriate materials (see page 5-48) to assure compatibility with the historic character of the town as a whole.

5. An overall vegetation management plan for Lower Town should be developed addressing the care and maintenance of trees and shrubs, turf grass, and the process for replacing existing materials as needed.

6. Consideration should be given to the reestablishment of selected historic garden sites in Lower Town for interpretive purposes. All treatments, including the introduction of individual features and the selection of plant materials, should be based on historic documentation.

SMALL-SCALE FEATURES, MATERIALS, AND INTERPRETATION

1. A site furnishing plan for Lower Town should be developed addressing the type, location, and character of street furniture, signs, facade treatments, and small-scale features that are part of the streetscape. The plan should be based on the design presented in this document and should be interdisciplinary in nature, with Harpers Ferry Center taking the lead.

2. Fence types throughout Lower Town should be evaluated. Historically appropriate styles and types should be identified, and reestablished as appropriate.

3. Consideration should be given to the establishment of new waysides and exhibits that address significant cultural landscape resources from all historic periods. Examples of potential new waysides might include: an exhibit about the architectural and technological significance of the Bollman Bridge, using remnants from the bridge and panels; the establishment of representational period gardens illustrating the functional, social, and aesthetic nature of these features; the delineation of non-extant features that help the visitor understand the physical or spatial character of an area; and the establishment of vista points that highlight the historical relationship between Lower Town and adjacent areas such as Maryland Heights and Virginius Island.

LANDSCAPE PLAN General Concepts

The existing cultural landscape of Lower Town contains a variety of diverse features, materials, remnants, and textures from three significant historic periods. A key concept in developing the landscape plan for Lower Town is the need to recognize and respect the complexity and richness of the site, and develop a plan that allows for the preservation and treatment of all resources. In this manner, the goal of the plan is to recommend treatments that preserve the integrity of individual resources and stresses the interpretive value inherent in the relationship among these resources.

The landscape plan for Lower Town draws together concepts developed in three separate design alternatives. The three alternatives addressed the treatment of various landscape resources, primarily from an interpretive perspective. Alternative I focussed on the commemorative character of the site by retaining a contemporary landscape setting, much as we see today. In this alternative the landscape did not reflect a specific time period or style, rather it provided a neutral background within which the historical story was told. The second alternative was based on the DCP and other primary park planning documents with an emphasis on the ability of the landscape itself to tell the story. This plan was strongly tied to the *Paths Through History* theme for park interpretation. There was no attempt to restore the landscape to a single period, but to clarify distinct areas (by historic theme), creating "time zones" within the larger landscape. The third alternative focussed on the commercial and social development of Lower Town during the nineteenth and twentieth centuries, with an emphasis on the delineation of non-extant structures and spatial relationships from that period. Other historic periods were interpreted using existing resources. These alternatives were discussed and reviewed by the park and region during the course of this project. Based on that review the landscape plan for Lower Town was developed, drawing together concepts from all three alternatives, and focussing on design treatments that are compatible with the preservation and interpretation of all cultural resources.

The Armory site (musket factory), Virginius Island, Camp Hill, and the Heights are not addressed in this plan because they are outside of the study boundary and beyond the scope of this report. Based on preliminary investigations however, the significance of these areas, and their role in understanding and managing the cultural landscape as a whole is critical. Because all of these areas are such an integral part of the historic town, the landscape plan does take into account the type and character of known resources and their relationship to Lower Town. The treatments for resources in Lower Town have been developed in a manner that allows flexibility, so that when specific features in adjacent areas are identified, there are opportunities to treat and integrate these resources in a compatible manner.

Another area not addressed with specificity in the plan is the railroad yard. In developing design alternatives for the landscape of

Lower Town it became apparent that several issues associated with the railroad yard—particularly the impact of the spur berm—needed to be resolved prior to a final recommendation for treatment. Several of these issues focussed on the need for additional engineering data and hydrological studies. These efforts were far beyond the scope of this study, and as a result, the railroad yard was discussed only in the context of appropriate alternative treatments. Two basic concepts for treatment were discussed during the development of the landscape design for Lower Town. One concept recognized the short term goal of leaving the spur berm and emphasizing the commemorative nature of the area. A second concept involved the more long-term objective of removing the spur berm and moving building 63 (John Brown's Fort) back to its historic location. Partial removal of the spur berm was also discussed as an option for redelineating portions of the Armory gate. In all cases, the railroad yard is a critical landscape node and transition between the Armory site and the other areas of Lower Town.

As part of the overall rehabilitation of the cultural landscape of Lower Town, a general review and revision of the existing interpretive prospectus is recommended in order to include historic landscape resources and values. For example, new waysides may be developed to illustrate the historic development along High Street, the post Civil War commercial development in Arsenal Yard, and the history of transportation using remnants of the Bollman bridge displayed at the Point. Additional interpretive information could be developed to encourage visitors to "read the landscape" as history.

The proposals outlined in the landscape plan for Lower Town are based on historical documentation and on specific design concepts and objectives for the cultural landscape as a whole. While there is some flexibility in the implementation of the plan, alteration of the design or isolated modification of individual features within the plan can have a negative impact on the design as a whole, and should be avoided.

ZONE I

Arsenal Yard

—Arsenal Yard is rehabilitated to enhance the landscape features, patterns, and relationships from all three significant historic periods. All treatments are developed under consultation with a historical architect and the park archeologist to assure protection and preservation of existing ruins.

—The foundation of the small arsenal building is stabilized and a raised stone/brick wall foundation is built to delineate the footprint of the building. A raised wall foundation is also built to delineate the footprint of the large arsenal building, and the superintendents office, to enhance visitor understanding of the historic relationship between these buildings, and the larger landscape context.

—Circulation through the yard is redeveloped based on the redefinition of historic features and the functional need to route visitors to key resources.

—The yard behind building 36 is retained as part of the landscape context for the structure. The yard itself is rehabilitated to its nineteenth century character with lawn and ornamental trees.

—Archeological investigations are undertaken to locate and define the location, density, and character of non-extant commercial buildings historically sited in the Arsenal Yard. Based on these findings, selected foundations are outlined at grade with turf grass covering the interior. Foundations not marked on the ground plain may be depicted in interpretive literature and waysides, using historic photographs and historic base maps to enhance visitor understanding.

Harper Yard/Garden

Yard

—Harper Yard is rehabilitated to enhance its interpretive character as a nineteenth century work/service yard for the residences along Marmion Row.

—Structures and walls associated with the yard are stabilized and maintained as part of a cyclic maintenance program.

—A comprehensive archeological investigation of the Harper Yard is conducted to determine or verify the location and character of non-extant garden features and structural elements.

—Based on archeological investigations and historical documentation, significant features are delineated and integrated into an overall site plan for the area. The plan depicts the reestablishment of the yard/garden area as a whole including the general layout and spatial organization, plant materials, circulation, structures, walls, and fences.

—The historic access to Harper Yard from the Public Walk—located at the north end of Marmion Row near the stable ruins—is stabilized and rehabilitated as part of the overall redevelopment of the area.

Garden

—Harper Garden is rehabilitated to reflect its appearance as a residential ornamental garden during the nineteenth and early twentieth centuries. Non-historic or inappropriate materials are removed.

—Non-extant garden features including plants, walks, and ornamental features are reestablished based on historical documentation.

—The picket fence enclosing the garden and associated stone walls are retained and preserved as part of a cyclic maintenance program.

Marmion Row

—All buildings are preserved and maintained as part of a cyclic maintenance preservation program.

—The Harper House (building 1A) is maintained as an exhibit space. The glass panels restricting access to the exhibit are redeveloped to allow access to the interpretive staff.

—Current use of buildings 1B, 1C, and 1D for park staff offices and residences continues. The external facades and porches are used for interpretive purposes.

—The paving, curbing, drainage structures, building stoops, walls, and signage along the Public Walk are redeveloped for both visual and functional compatibility.

—The Public Walk remains a pedestrian corridor, with only limited vehicular access. Historic grades, paving, curbing, walls, signage, and door stoops are rehabilitated or reestablished whenever possible within acceptable safety and accessibility standards (See MATERIALS, page 5-45).

—Historic drainage features and associated details along the Harper Yard wall are stabilized and rehabilitated as functional components of the contemporary drainage system along Public Walk as appropriate.

Stone Steps

—Non-historic planting areas along the stone steps are removed. Excess soil is removed to expose the bedrock steps as per historic documentation.

—Views and access from the stone steps to the backyards of buildings 37, 38, and 40 are enhanced for interpretive purposes and design compatibility with building package 115 and backyard treatments.

"Triangle" on High Street

—Buildings historically located in this area are selectively delineated based on archeological findings, photogrammetry, design criteria, and interpretive objectives.

—The sidewalk along High Street is reestablished to strengthen the connection to the Public Walk.

—The air conditioner on the north side of building 3 should be screened or relocated to a less visually intrusive location.

The Hillside

—All structural ruins and remnants on the hillside are stabilized and maintained as part of a cyclic maintenance preservation program.

—Selective thinning of vegetation is undertaken as part of a cyclic maintenance program in order to retain and/or reestablish view to and from Jefferson Rock, the trail, and church site.

—The landscape immediately surrounding Jefferson Rock is rehabilitated to improve access and circulation, stabilize the slope, reestablish and maintain plant materials, and enhance views.

—The trail surface, alignment, and associated structures including steps and handrails, are redeveloped to enhance visitor safety and visual compatibility with the greater landscape context.

—Trails in the area around Jefferson Rock are redeveloped in a manner more sympathetic with the Appalachian Trail. The use of stone is acceptable, but care must be taken to assure the workmanship is done in a manner that supports the rustic character of the area.

—Social trails in the areas around the Episcopal Church are consolidated and redeveloped to reduce the potential impact on the structure/site.

ZONE II

The Streetscape

—The streetscape in the core area of Lower Town along Shenandoah and High streets is enhanced to include appropriate plantings, site furniture, lighting, and signage. Harpers Ferry Center works in collaboration with project team and regional staff to prepare a site furnishing plan.

—The macadam street paving common throughout the core is extended west from building 45 to building 48 in order to more accurately represent the extent of the historic town.

—Wherever possible, all sidewalks, building entries, cobble gutters, and curb cuts are made accessible.

—Flagstone crosswalks are reestablished based on historical documentation. Whenever possible, they should be integrated into contemporary circulation systems.

—The sidewalk on the south side of Shenandoah Street is extended west to a point opposite to building 48 as per historic documentation.

Wager Reservation

—Site furniture including benches, light fixtures, signs, garbage cans, and interpretive "props" are added as appropriate to enhance the interpretive environment of this area.

—Non-extant buildings and landscape features are delineated based on archeological findings and an evaluation of their significance.

—Circulation through the area remains informal in character, based on historic documentation.

—Buildings 5 and 7 have a historically strong relationship to the armory site. Treatment of these structures and the remaining buildings along Potomac Street should be developed in conjunction with any long-term planning or design proposals for the musket factory.

—Trees should be added to the yards in selected locations to define more discrete spaces, provide additional shade and flexibility for interpretation.

Backyards (packages 116, and 115)

—All significant features are stabilized and integrated into the design and interpretive programs for associated buildings.

—New circulation paths and routes are developed in the backyards of package 115 and 116 to provide accessible entry to all significant structures and exhibits.

—The air conditioner behind building 37 should be screened or relocated to a less visually intrusive location.

ZONE III

The Point

—Structural walls wrapping around the Point and remnant building foundations, are stabilized and maintained as part of a cyclic maintenance preservation plan.

—Vegetation on the remnant bridge piers is removed and the remaining structures are stabilized.

—Remnant bridge parts from the Bollman bridge are stabilized, conserved and sited at the Point as part of a new interpretative exhibit.

—General circulation patterns, including pedestrian access to the Point from Shenandoah Street, are modified and redeveloped to clarify and

define the connections and relationships between the Point and adjacent areas.

—The Civil War interpretive tablets are relocated along the new trail to the Point. If the spur berm of the railroad embankment is retained, the tablets should be returned to their historic location.

—All above-ground utility line and support structures are relocated underground.

ZONE IV

Hamilton Street

—The riparian edge along the Shenandoah River is maintained, and no new structures that could impact the resource are permitted. Significant vistas to and from the area are reestablished and maintained as part of a vegetation management plan and cyclic maintenance program.

—Archeological investigations are conducted to determine the location and character of non-extant buildings and landscape features. Significant features are delineated for interpretive purposes.

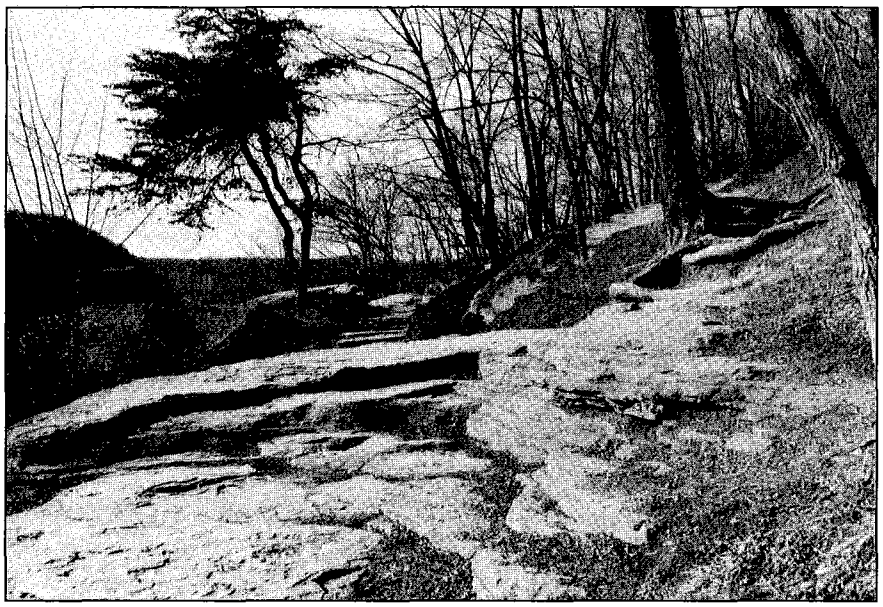
—The footbridge linking Virginius Island and the Hamilton Street area is reestablished.

—The "Green" continues to function as an interpretive staging area, but the landscape is redeveloped to enhance its role as a transition zone between the nineteenth century landscape of Hamilton Street, and the townscape of the core area.

—The existing landforms and ground modulations between the railroad trestle and Shenandoah Street in block "E" are highlighted as interpretive tools for "reading the cultural landscape." This area also serves as a transition zone between the bus drop-off and the more "naturalistic" character southwest along Shenandoah Street, toward Virginius Island.

Design Objectives and Treatment Guidelines

Jefferson Rock Area



Design Concepts

Like the Point, the Jefferson Rock Area functions in the cultural landscape like a revolving door or transition node. Conceptually it is designed as both a site within a larger landscape plan, and as a staging area for park visitors making the connection to Camp Hill, the cemetery, the Appalachian Trail, and Lower Town. Equally critical in this design, the area continues to function as the primary view point from which visitors have the opportunity to make a dramatic visual connection to the gap and the larger cultural landscape context of Lower Town and adjacent areas.

Design objectives and treatments:

Promote treatments that aim at stabilization of Jefferson Rock.

* Working with historical architect, develop specific treatments for stabilization based on a condition assessment, monitoring, and cyclic maintenance program.
* Reroute pathways away from the resource to discourage climbing on the rock and the potential adverse impacts resulting from over use by park visitors.

Improve circulation in order to enhance views and vistas while minimizing visitor impact on natural and cultural resources.

* Develop a new pedestrian area/wayside northeast of Jefferson Rock drawing concentrated numbers of people away from the monument, and construct stone steps to provide access.
* Redefine pedestrian paths northeast of Jefferson Rock in order to channel visitors to the new wayside.
* Initiate vista clearing below Jefferson Rock and along the hillside to enhance views to the gap and up the Shenandoah River.



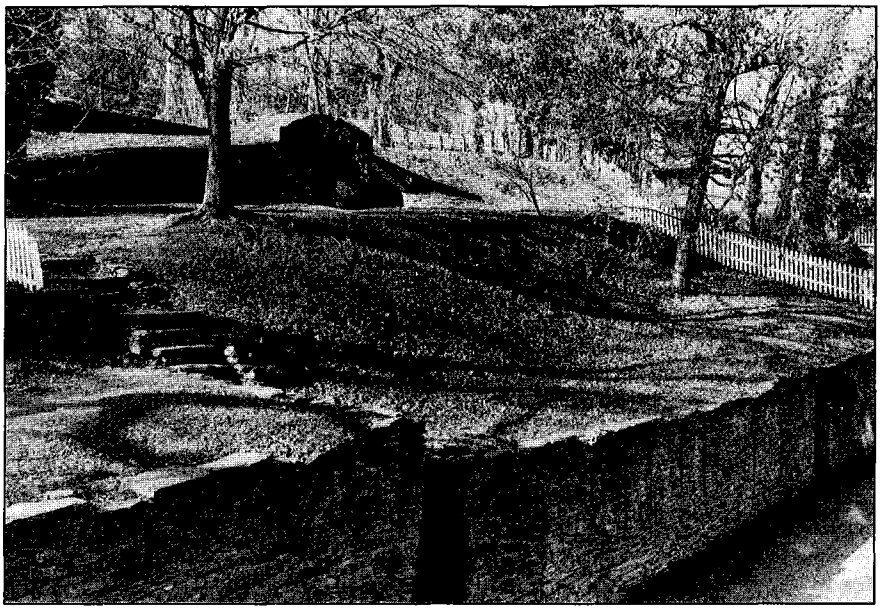
Slope behind Jefferson Rock showing impacts from intense use over several years, 1991. NPS photo, on file, HAFE NHP.

* Construct stone steps west of Jefferson Rock providing access to the existing view point adjacent to monument.
* Construct stone steps connecting the area directly north of the monument to the primary pedestrian trail to Camp Hill and the cemetery, reducing the impact on vegetation and soil stability from random circulation.
* Remove social trails and revegetate slope north of Jefferson Rock as needed to stabilize slope and mitigate impacts to natural resources.
* Remove existing railroad tie treads along the trail to Camp Hill and replace with stone to enhance design compatibility with the Appalachian Trail guidelines and standards.

Promote visitor safety.

* Install wood post and rail fence around new wayside that is compatible in design with handrail along the trail from Lower Town to Jefferson Rock.
* Replace existing metal bollards and chain barrier around rock outcrop west of the monument with wood post and rail for design compatibility.
* All paths are surfaced with a mixture of crushed shale and soil.

Harper Yard



Design Concepts

Harper Yard is developed to enhance the 19th century character of the landscape as a work area or service yard associated with the residences along Marmion Row. Key landscape features are reestablished based on oral histories and archeological investigations to enhance visitor understanding of the physical and spatial organization of the yard as they reflect historic land use patterns.

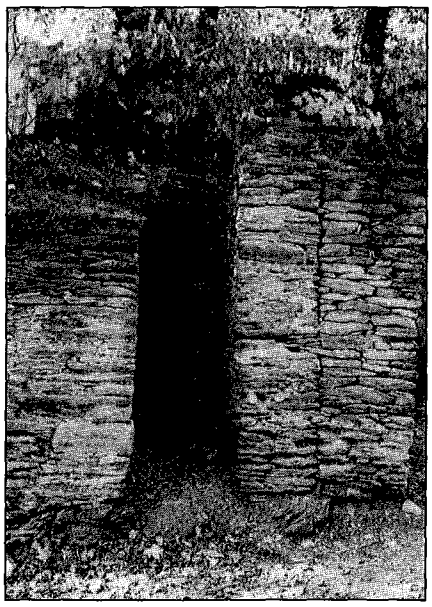
Design Objectives and Treatments:

Rehabilitate and/or stabilize existing historic features and structures.

* Maintain all existing historic landscape structures including the walls, terraces, cellar, bridge from Harper house, drainage details, door stoops along the Public Walk, and fences.
* Rehabilitate the road corridor along Public Walk including the reestablishment of historic drainage details at the base of the wall and preservation of the bedrock/gravel road bed.
* Rehabilitate the road surface between the stone steps and the trail to Jefferson Rock using a chipseal aggregate base with stones set at grade on each side to define the edge.

Improve circulation within the yard to facilitate access to redeveloped interpretive areas.

* Stabilize and rehabilitate the two sets of stone steps leading from the Public Walk to Harper Yard, including the addition of a small "landing"



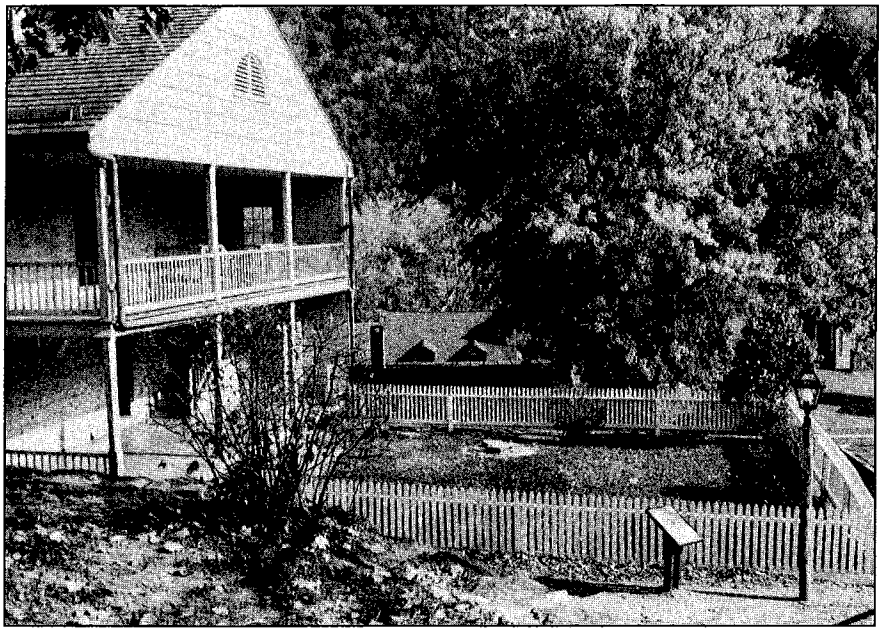
Stone steps at the north end of the Public Walk, 1991. NPS photo, on file, HAFE NHP.

on the stairs adjacent to building 1B where the stepping stone path intersects the steps as it crosses the terrace.
* Restore the large stone landing at the base of the stair (over the drainage swale).
* Use stepping stones to define new pedestrian paths between the cellar and steps to Public Walk and from the pedestrian bridge to the north end of the yard—the location of additional trails and the use of other materials may be appropriate based on archeological investigations.
* Reestablish garden gate on west edge of the site to enhance the sense of entry and separation between the street and the yard.

Reestablish non-extant landscape features based on archeological investigations and historical documentation.

* Delineate the foundations of the two non-extant privies within the yard (see Foundation Treatments).
* Reestablish ornamental plantings based on oral histories and archeological investigations, including the perennial flower bed along the wall, the lilac hedge on the upper terrace, and the daylily bed south of the pedestrian bridge (see plant list).
* Reestablish a representational vegetable garden and orchard for interpretative purposes in the north end of the yard (see plant list).

Harper Garden



Design concepts

Harper Garden is rehabilitated to reflect its appearance as a residential ornamental garden during the 19th and early 20th centuries. A stronger interpretive emphasis is promoted linking the garden to the residence.

Design Objectives and Treatments:

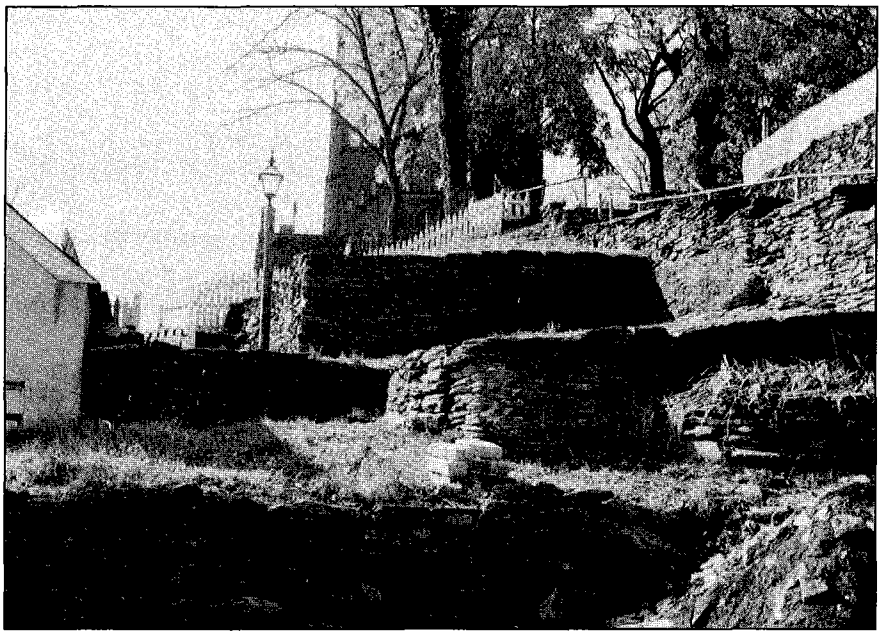
Rehabilitate and stabilize existing historic features.

* Rehabilitate the stone paths wrapping around the north and west side of the garden. Extend the stone path along the porch the full length of the facade.
* Retain the picket fence surrounding the garden.
* Evaluate the condition of the three existing quince, and the lilac on the southeast corner of the garden to determine general health and vigor. Retain if possible or if necessary, replace in kind.
* Retain cistern and interpret its use.

Replace non-extant features based on historical documentation.

* Replace the garden gate.
* Replace lattice porch screen on west.
* Reestablish perennial flower bed (see plant list).
* Reestablish lilacs in the northeast, northwest, and southwest corners of the garden.

Backyards and Stone Steps



Design concepts

The structures and landscape features in the backyards of buildings 40, 38, and 37 are stabilized to reflect the complex landscape associated with these structures. The integrity of the landscape as ruin is preserved and the grounds are rehabilitated within the context of the building exhibit in building 38, illustrating the relationship between the structure and the exterior space. The landscape retains its evocative character creating an interpretive environment that fosters discovery.

Design objectives and treatments:

Stabilize existing historic landscape features and structures.

* Stabilize building foundations behind buildings 40 and 37. Remove vegetation from interior and replace with crushed shale to match other foundation treatments in Lower Town.
* Stabilize existing stone steps and structural walls within the backyards.
* Retain the picket fence on the west side of building 39 extending to the stone steps on the upper terrace.

Improve circulation to preserve historic resources, assure visitor safety, and provide access to key areas.

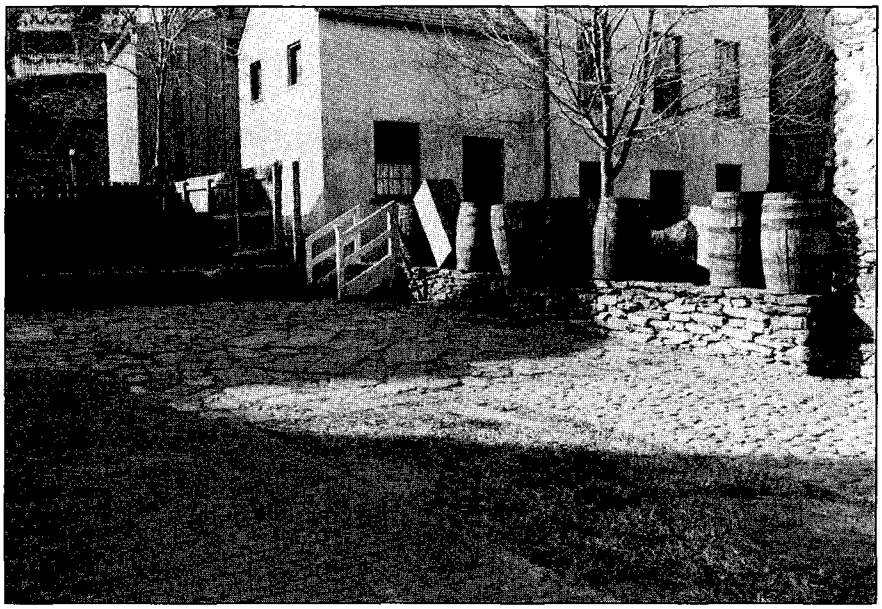
* Construct wooden steps to connect the second story porch on building 38 to the upper terrace, and the brick patio located on the ground floor of building 38, providing pedestrian access through the backyards.

* Remove non-historic planting beds adjacent to the stone steps and open passage way to backyards.
* Construct picket fence along the existing walls adjacent to building 39 for safety and to control access to restricted areas.

Improve visual and design compatibility of landscape features within the backyards.

* Replace existing handrail along the stone steps with more appropriate wood post and rail fence to enhance compatibility with other fence types in Lower Town.
* Relocate or screen the air conditioning unit for building 37 to a less visually intrusive location.

Wager Backyards



Design Concepts

The Wager backyards as they exist, reflect a range of landscape materials and spatial relationships that are important to retain in the general rehabilitation of the landscape of Lower Town. Few changes are made to this area in order to preserve its existing complexity and its flexibility for use in interpretive activities.

Design objectives and treatments:

Stabilize and/or rehabilitate existing landscape features for design compatibility with adjacent areas in Lower Town.

* Stabilize all historic walls and paths within the backyards.
* Remove brick path north of building 8 and replace with stone to match surrounding material.
* Remove picket fence along the foundation edge of building 13.

FOUNDATION TREATMENTS

In the landscape plan for Lower Town, selected non-extant historic buildings are delineated as part of the overall goal of enhancing visitor understanding of the historic landscape. Building sites are delineated to supplement the plan by providing functional as well as interpretive features or spaces in the landscape. In most cases, the implementation of foundation treatments will require consultation with the park archeologist and, in some cases, additional design work will be needed prior to construction. Special attention will be required when several foundations are delineated in a concentrated area, to assure that both individual sites and the overall effect of composite treatments are compatible with the landscape plan.

Criteria for Selecting Foundation Treatments

Selection of individual treatments should be based on the following criteria:

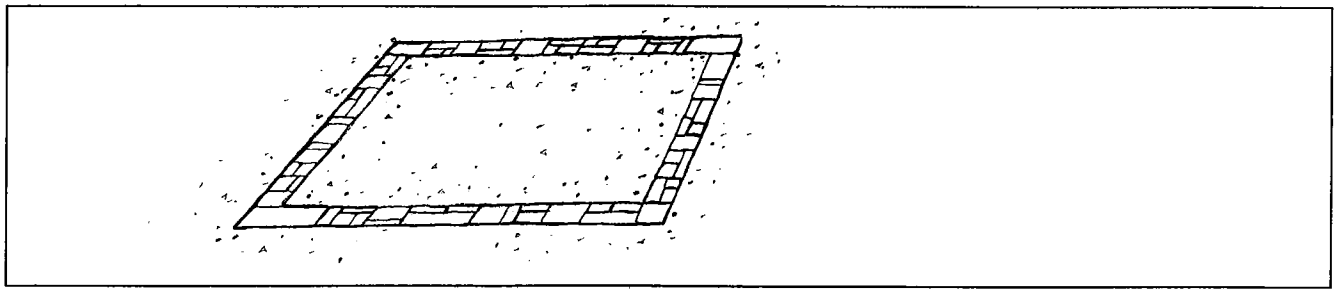
1) DESIGN: Treatments are selected based on the location of the building site and the relationship between the structure and adjacent resources. Attention to scale, texture, the use of materials, and physical composition are most critical assuring visual compatibility, consistency in the use of materials, and integration with the overall landscape design.

2) INTERPRETATION: Treatments are selected for interpretive purposes based the need to emphasize individual building sites *in the overall context of the cultural landscape*. The manner in which a building site is delineated is critical to help visitors understand the totality and complexity of resources.

Foundation Treatments

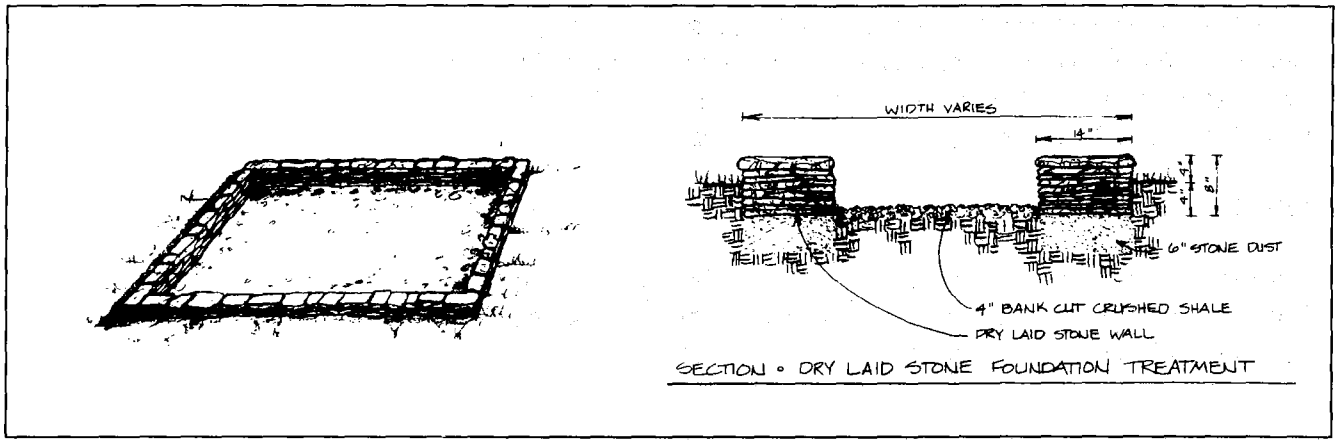
Three treatments are recommended for Lower Town.

Treatment A.



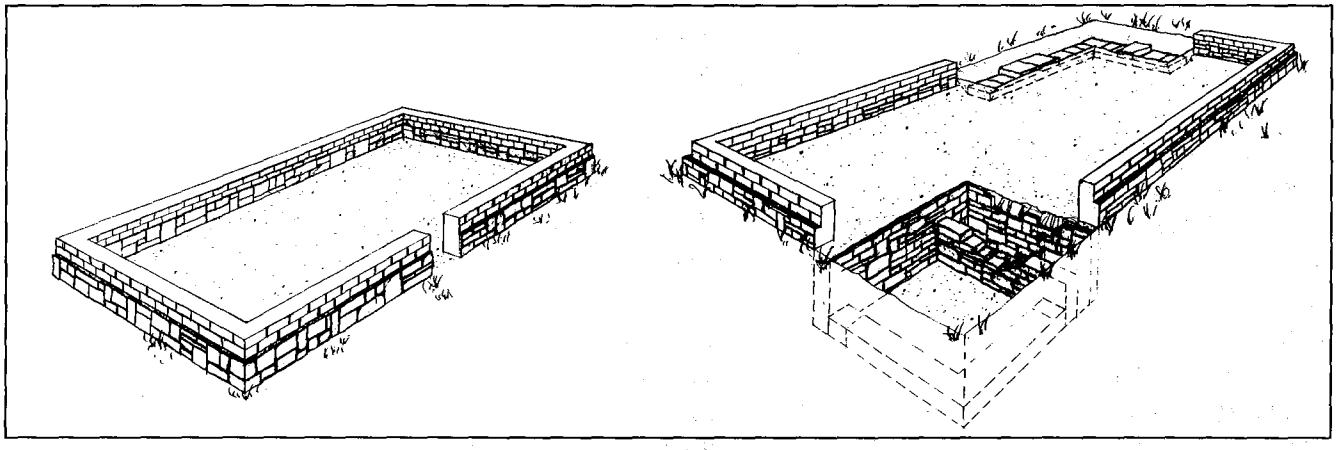
Foundation walls are outlined with stone set at grade. Interior portions are covered with stone, grass, or crushed shale.

Treatment B.



Foundations are *recessed* approximately 4-6 inches below grade to emphasize the imprint on the land. Short, raised courses of stone or brick are used to outline the exterior walls and, if appropriate, interior walls.

Treatment C. *



* Recommended only for buildings associated with the arsenal, located in Arsenal Yard. Treatment of the superintendent's office is contingent on the relocation of building 63.

Raised stone foundation walls with brick cap wall (18-24 inches high) to read from a distance. Interiors are stabilized with crushed shale or sand based on recommendations from archeologist.

Large Arsenal

Stone foundation with raised brick walls marking historic building footprint. Wall should be tall enough (between 18 and 24 inches high) to read from a distance. Interior crushed shale (fine grade).

Small Arsenal

Stone foundation with raised brick walls marking historic building footprint. Wall should be tall enough (between 18 and 24 inches high) to read from a distance. Interior treatment based on recommendations from archeologist to stabilize ruins, and/or backfill with sand.

Superintendent's Office

Stone foundation with raised brick walls marking historic building footprint. Wall should be tall enough (between 18 and 24 inches high) to read from a distance. Interior crushed shale (fine grade).

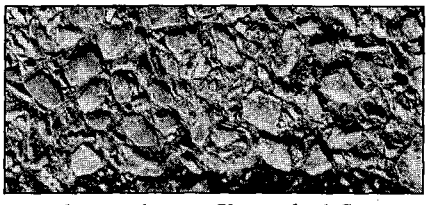
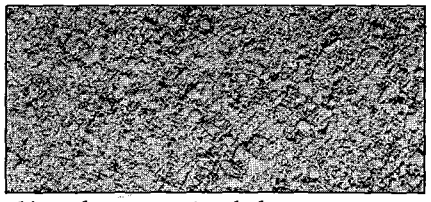
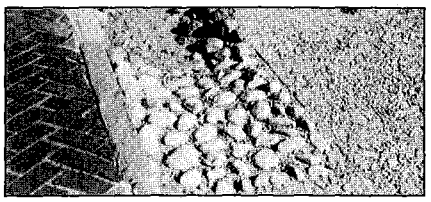
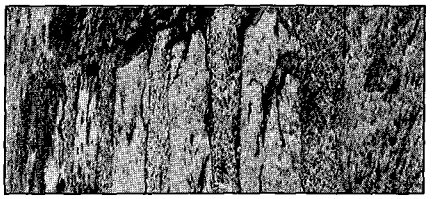
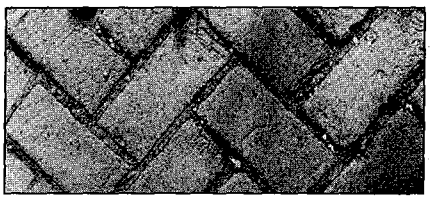
MATERIALS

Introduction

Historically there was a great diversity in the type and character of materials used in Lower Town. In this plan, materials are used to delineate a hierarchy of circulation systems, stylistic attributes of the feature—such as a specific fence design—or to help the visitor make the physical connections between the feature and the associated interpretive theme.

Some treatments are specific to an individual feature, and other treatments are more generic to a type. For example, fence styles are categorized for residential areas, or as compatible contemporary structures primarily for visitor safety. Paving materials for circulation are chosen based on the character of the road or trail. Generally heavily used road and trails receive more substantial hard surface paving while footpaths or service roads may remain informal in character, surfaced in gravel or dirt. In some cases a stabilizing agent may be required to assure accessibility.

The purpose of identifying specific materials to be used in Lower Town is to provide a working vocabulary of appropriate styles, colors, and textures that collectively define the character of the cultural landscape, and expand visitor understanding of the complexity of the resource. Paving materials and plant materials are addressed in this section. Information on small-scale features can be found in the Analysis and Evaluation portion of this document.

Feature	Paving Materials	Illustration
Primary Roads • Shenandoah Street • High Street • Potomac Street (upper part)	Primary Roads • Macadam	 *macadam paving, on Shenandoah Street*
Secondary Roads • Church Street • Hog Alley • Public Walk	Secondary Roads • Chipseal aggregate/asphalt (grey) • Restore paving to original bedrock as allowable to meet accessibility and safety standards. When not compatible, surface with gravel under the supervision of a landscape architect to assure historic drainage features and door stoops are retained.	 *chipseal aggregate/asphalt*
Parking • Bus Shuttle	Parking • Blacktop asphalt	 *Shenandoah Street-Macadam street, cobble gutter, stone curbs, and brick sidewalks*
Primary Pedestrian Paths • Sidewalks (Shenandoah, High, and Potomac streets) • Jefferson Rock Trail • Arsenal Yard	Primary Pedestrian Paths • Shale slab is the optimum material. When not available, brick on sand is acceptable. • Replace the existing cement stair (treds/risers) with stone and resurface walk when needed with chipseal asphalt (in kind). • Crushed shale until/unless archeological investigations indicate other more historically appropriate material.	 *Public Walk with exposed bedrock*
• Railroad path at the Point	• Railroad Ties with gravel	 *shale slab crosswalk on Potomac Street*
Secondary Pedestrian Paths • Hamilton Street Area • Wager Backyards • Backyards (Packages 115,116)	Secondary Paths • Crushed shale • Replace brick road into yards with stone paving. Retain other materials and configurations. • Grass and /or crushed shale	 *herringbone brick sidewalk on Shenandoah Street*
Footpaths • Harper Garden • Harper Yard	Footpaths • Stepping stones in turfgrass/ flagstone, and as documentation indicates, oystershell.	
Staging Areas • The Green • Arsenal Yard (John Brown's fort) • The Point • Jefferson Rock	Staging Areas • Crushed shale • Chipseal aggregate • Crushed shale and soil	 *crushed shale (coarse)*

PLANT MATERIALS

The following list of plant materials has been compiled from works on garden history and from documentary sources related specifically to Lower Town. In this regard, the list is a general compilation of appropriate materials to be used in the revegetation or rehabilitation of areas throughout Lower Town. In cases where a plant is known to be invasive, require extensive maintenance, or have characteristics inappropriate for park use, a modern cultivar of the species should be selected. Plant materials are organized into two categories: cultivated gardens including ornamental and utilitarian or vegetable gardens, and naturalized plantings including materials for the hillside and river shore.

General references on garden history used to compile this list include For Every House a Garden, by Rudy and Joy Favretti, and American Gardens of the Nineteenth Century, by Ann Leighton. Primary source materials used to identify specific plants are noted in the list and/or marked as follows:

* Referenced in advertisement for J.J.H. Staith's Drug Store in Charles Town, "Flowers, Seeds..." Virginia Free Press, April 26, 1838.

** Referenced in advertisement as seeds raised by the Society of Shakers for sale at for Cridler's Drug Store in Harpers Ferry, Virginia Free Press, January 28, 1847.

*** Referenced in advertisement as garden seeds for sale at Joseph Hayes' Drug Store in Harpers Ferry, Virginia Free Press, February 4, 1836.

**** Referenced in the list from The Shepherdstown Register, September 2, 1926.

Within the list, deference is made to the use of historic nomenclature. However whenever possible, and as appropriate, current botanical nomenclature has been used to identify materials commonly available. When the historical term is also common, it is listed prior to the current term, for example, Polygonatum/ Polemonium cerulum.

CULTIVATED GARDENS

In some cases existing ornamental material is historically appropriate and should be retained. Because many of these materials are in poor condition, a general evaluation of plants in Harper Yard, Harper Garden, and throughout Lower Town should be completed to determine the treatment required for stabilization, rejuvenation, or replacement. When replacement is required, materials should be replaced in kind. When this is not possible, replacement materials should be selected from the following list and be similar in size, structure, form, and texture to the original material. When new plantings are required as part of the rehabilitation of existing garden areas, or for establishment of interpretative areas materials should also be selected from this list.

Ornamentals

Trees for Yards

Acer sp.	maple
Alibizzia julibrissin	mimosa/silktree
Catalpa bignoides	southern catalpa/catawba
Celtis sp.	hackberry—[Harper Yard]
Gleditsia triacanthos	honeylocust—[John Hall garden above cemetery]
Magnolia grandiflora	southern magnolia—[master armorer/ Hurst residence of 1890s]
Melia azedarach	Chinaberry tree
Morus sp.	mulberry
Populus nigra	lombardy poplar—[early twentieth-century commemorative armory garden]
Quercus sp.	oak

Street Trees

Acer sp.	maple—[in front of McGraw's store, post Civil War]
Gingko biloba	maiden hair tree (male)
Quercus sp.	oak

Shrubs

Ailanthus altimissima	tree of heaven—[treat as specimen shrub]
Buxus sp.	boxwood—[Harper Yard]
Chaeomeles speciosa	flowering quince—[Harper garden]
Forsythia viridissima/ Forsythia intermedia	forsythia—[Hillside below Rectory wall]
Hibiscus syriacus	althea/rose of sharon
Hydrangea macrophylla	hydrangea
Ilex opaca	American holly
Ilex verticillata	winterberry
Ligustrum sp.	privet
Paulownia tomentosa	empress tree—[treat as shrub]
Philadelphus coronarius	mock orange
Rosa sp.	rose—["Hall/Marmion letters"]
Rosa microphylla	—[Harper garden]
Spirea prunifolia	bridal wreath spirea
Spirea tomentosa	steeplebush spirea
Syringa vulgaris	lilac—[Harper garden and yard]
Taxus canadensis	American dwarf yew
Viburnum opulus roseum	Guelder rose viburnum/snowball virburnum

Annuals and Perennials

Althea officinalis	hock herb/hollyhock *
Amaranthus hypochrondriacus	prince's feathers *
Aquilegia sp.	columbine *
Calendula officialis	marygold/marigold *
Campanula medium	canterbury bells *
Celosia cristata	cockscomb *
Clarkia elegans	clarkia *
Clematis virginiana	virginia bower *
Coix lacryma-jobi/ Commelina coelestis	Job's tear *
Convolvulus	morning glory *
Coreopsis lanceolata	coreopsis *
Dianthus sp.	pinks *
Dianthus berbatus	sweet William *
Dolichos lablab	purple hyacinth bean *
Emilia sp./ Cacalia coccinea	tassel flower *
Hemerocallis flava	daylily—[Harper garden and yard]
Hibiscus sp.	marsh mallow, rose mallow *
Iberis amara	candytuft *
Impatiens balsamina	mixed balsamine/impatiens *
Iris sp.	—[Harper garden and yard]
Lathyrus odoratus	sweet peas
Lunaria annua	honesty *
*Lynchnis sp. *	
Mirabilis jalapa	yellow marvel of Peru/petunia *
Oenothera sp.	evening primrose *
Paeonia sp.	peony—[Harper garden and yard]
Paris quadrifolia	devil in the bush *
Polianthus tuberosa	tuberose/ polyanthus *
Polygonatum/ Polemonium caerulum	Jacob's ladder *
Polygonum sp.	heart's ease *
Primula sp.	purple primrose *
Salvia sclarea	sage *
Silene armeria	catch fly *
Viola	Violets—[Harper garden and yard]

Bulbs/Tubers

Dahlia	dahlia—["Hall/Marmion letters"]
Narcissus pseudo-narcissus	daffodil/narcissus
Tulipa	tulip

Vines and Ground Cover

Campsis radicans	trumpet vine

Fescue	turf grass—[building 36/Hurst residence 1890s]
Hedera Helix	English ivy
Ipomoea purpurea	morning glory
Vinca minor	vinca—[Harper garden and yard]
Wisteria fructens	wisteria

Vegetable Gardens

Vegetable plants for garden plots ** - ***

Asparagus (Asparagus)
Beans (Vicia faba)
Beans (Vicia faba)
Beet (Beta)
Cabbage (Brassica)
Cantalope (Maelon)
Carrot (Daucus)
Cauliflower (Brassica)
Celery (Apium)
Corn (Zea sp.)
Cucumber (Cucumis)
Eggplant (Solanum melongena)
Endive (Chicorium)
Kale (Brassica)
Lettuce (Lactuca)
Muskmelon (Maelon)
Onion (Cepa)
Parsley (Apium)
Parsnip (Pastinaca sativa)
Peas (Pisum)
Pepper (Capsicum)
Peppergrass (Lepidium)
Radish (Raphanus)
Rhubarb (Rheum)
Rutabaga
Saffron (Crocus sativus)
Sage (Salvia)
Savory (Satureja)
Squash (Cucurbita)
Tomato (Lycopersicon esculentum)
Turnip (Rapa)
Watermelon

Herbs for garden plots

Alchemilla vulgaris	lady's mantle
Allium liliaceae	garlic
Allium	chives
Anthemis	chamomile
Anthriscus	chervil
Artemesia dracunculus	tarragon
Artemesia	southernwood
Asperula odorata	woodruff
Borago	borage
Chrysanthemum	feverfew
Coriandrum	coriander
Foeniculum	fennel
Geranium	Geraniums, scented
Hyssopus	hyssop
Laurel nobilis	bay leaves
Lavandula	lavender ***
Levisticum	lovage
Lippia	lemon verbena
Marubium	horehound
Melissa	lemon balm
Mentha	mint
Monarda	beebalm
Nepeta	catnip
Ocymum	basil
Origanum majorana	marjoram ***
Origanum	oregano
Petroselinum	parsley
Poterium	burnet
Rosmarinus	rosemary ***
Rue	rue
Salvia	sage ***
Satureja	savory
Sempervirens tectorum	hens and chicks
Thymus	thyme ***

Fruits trees, vines, and plants for garden plots, yards and orchards

Pyrus malus	apple
Prunus persica	peach
Pyrus communis	pear
Prunus sp.	cherry
Celtis sp.	hackberry—[Harper yard]
Vitis sp.	grape vines—[Mrs. Wager's garden, John Hall garden above cemetery]
Rubus sp.	raspberry
Fragaria sp.	strawberry—[John Hall garden above cemetery]

NATURALIZED SETTINGS

Existing plant materials on the hillside, shoreline, and along entry roads should remain unless specified otherwise (i.e. for vista clearing or hazard tree management). Vegetation management in these areas should target the maintenance of plant communities and plant associations rather than individual specimens. Replacement materials should be selected from the list and all proposals for reestablishment should be developed in collaboration with the park natural resource specialist.

Hillside, Riparian areas and Roadsides

Trees

Acer rubrum	maple
Betula nigra	river birch
Diospryos virginiana	persimmon
Fagus grandiflora	American beech
Liquidambar styraciflua	sweet gum
Morus sp.	mulberry
Plantanus occidentalis	sycamore
Populus deltoides	cottonwood
Quercus sp.	oak
Sassafras albidum	sassafras

Understory Trees and Shrubs

Aesculus parviflora	bottlebrush buckeye
Amelanchier canadensis	amelanchier/serviceberry/shadblow
Callicarpa dichotoma	beautyberry
Carpinus carolinina	American hornbeam, iron wood
Cercis canadensis	redbud
Chionanthus virginicus	fringe tree
Cornus florida	dogwood
Cotinus coggyria	smoke tree
Hamamelis virginiana	witchhazel
Ilex opaca	holly
Juniperus virginiana	red cedar—[Harper yard]
Kalmia latiflolia	mountain laurel
Magnolia acuminata	cucumber magnolia
Magnolia virginia	white swamp magnolia/sweet bay
Rhodendron	azalea
Rhododendron sp.	rhododendron and azalea
Rosa virginiana	wild rose
Rubus odoratus	purple flowering raspberry

Flowers

Anchusa	bugloss
Anemone	windflower
Anemonella rue	anemone
Aquilegia	columbine
Arabis	rock cress
Aralia nudicaulis	sasparilla
Arisaema	Jack-in-the-pulpit
Artemesia	St. John's Wort
Asarum	wild ginger
Asclepias	orange milkweed, butterfly weed
Aster sp.	asters
Aureolaria	gerardia
Aureolaria	fernleaf foxglove
Baptisia	false indigo
Caltha palustris	marsh marigold
Campanula	blue bell
Centuaurea/Houstonia	bluets
Chelone	turtle head
Chrysanthehmum / Pyrethrum parthenium	feverfew
Chrysanthemum/Leucanthenum	daisies
Cichorium	chickory
Cimicifuga	black snake root
Claytonia	spring beauty
Convallaria	lily of the valley
Coronilla	veitch
Cynara	artichoke
Cypripedium	yellow lady's slipper
Daucus carota	wild carrot, Queen Ann's lace
Delphinium	larkspur
Dicentra	Dutchman's breeches
Dodecatheon	shooting star
Echinacea	purple cone flower
Epigea repens	trailing arbutus
Epigea repens	may flower
Erigeron	flea bane
Erythonium	adder tongue, eastern trout lily
Eupatoriom sp.	ageratum
Eupatorium perfoliatum	boneset
Euphorbia	spurge (Corolata, N.E)
Gentiana	gentian
Geranium	cranesbill, wild geranium
Gillenia	American ipecac
Helenium	sneeze weed
Helianthus	sun flowers
Hepatica	hepatica

Heuchera	alum root
Hibiscus	mallow (Hibiscus)
Iris	blue flags
Jeffersonia	twin leaf
Liatris	blazing star
Lobelia inflata	Indian tobacco
Lobelia	cardinal flower
Lupinis perennis	lupine
Lynchnis	ragged robin
Lysimachia	loosestrife
Mentha pulegium	pennyroyal
Mertensia virginica	Virginia bluebells/ mertensia
Mimulus	monkey flower
Mitchella	partridge berry
Monarda	bee balm/bergamot
Muscari	grape hyacinth
Myhrris	sweet cicely
Oenothera	evening primrose
Oenothera	sun drops
Opuntia	prickly pear
Ornithogalum	star of Bethlehem
Panax quinquefolium	ginseng
Papaver	poppy
Penstemon canescens	penstemon/Beard Tongue
Phlox divaricata	native phlox
Phlox paniculata	garden phlox
Physostegia	false dragon head
Polyganatum	Solomon's seal
Potentilla	cinquefoil
Prunella	self heal
Ranunculus	buttercup
Rudbeckia	blackeyed Susan
Salvia lyrata	lyre leaf sage
Sanguinaria	bloodroot
Saxifrage	saxifrage
Sedum	stone crop
Silene	campion
Similacina racemosa	false Solomon's seal
Saponaria	bouncing bet
Symphytum	comfrey
Thalictrum	meadow rue
Tradescantia	spiderwort/Job's tears
Trillium	trillium
Uvularia	bell wort/merrybells
Verbascum	mullein
Verbena Communis	vervain
Veronica	iron weed
Veronica	speedwell

Viola lutea	heartsease
Viola	violet

Ferns

Adiantum pedatum	maidenhair fern
Athyrium Filix-femina	lady fern
Dennstaedtia	hay-scented fern
Matteuccia struthiopteris	ostrich fern
Mimosa pudica	sensitive fern
Osmuda cinnamonea	cinnamon fern
Osmunda regalis	royal fern
Polystichum acrostichoides	Christmas fern
Polystichum setiferum	sheild fern

Vines

Celastrus scandens	climbing bittersweet
Clematis virginiana	clematis/virgin's bower
Parthenocissus quinquefolia	Virginia creeper

VI. APPENDIX

Building histories edited from original manuscripts in the Architect's files, HAFE NHP.

BUILDING: Harper House
HAFE #: 1A
LCS #: 00549
TREATMENT: Restoration
HISTORY:

1952	December 8	deeded from William V. Marmion and Mary Hyde Marmion to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1954		NPS removed two-story porch on south elevation after it was damaged by hurricane
1955	June 23	as part of emergency preservation measures proposal vines removed from shutters and woodwork
1955	September	condition: "relatively good;" needed work: chimney repointing, masonry replacement, new flooring, new sash, repainting, woodwork
1956	August 5	proposal to partially rehabilitate exterior and repair drainage system
1956	August 15	roof work begun, consisting of repairing the roof and replacing the gutters and downspouts, and glazing the sash
1957	February 25	work begun on the rebuilding of the wood fence
1957	July	proposal to finish the roof and reconstruct the porch at
1957	August 9	proposal to restore interior including work on 1B
1957	August 1	work order issued in response to August 1956 proposal to do the following: add roof framing and temporary roof covering, rake and point masonry work, perform miscellaneous work on features (windows, doors, etc.), work on porch, reconstruct four dormers, glaze and paint, replace gutters and downspouts, and improve the drainage; estimated time of work was August 1, 1957 to August 30, 1958
1957	August 1	rehabilitation and exterior restoration begun consisting of the following work: installing a drainage system and repairing and replacing the masonry and exterior features
1957	December	stabilizing foundations of Marmion Row
1957	December	stabilizing end wall foundations chimney
1958	January 22	roof and sash work completed
1958	August 26	proposal to rehabilitate and restore the following: repairing and replacing the interior framing and studding, restoring the floors, trim, stairways, mantles, fireplaces, doors, and windows, replastering, lighting, heating fire protection, painting, and papering
1959	May 7	after a HABS survey of 1A, the Individual Building Report made the following suggestions: "sub-grade drainage required for protection of foundation walls. . .the house is to be restored and used as an exhibit;" it was decided to restore the building as a Period Home and was scheduled for the 1960 fiscal year
1959	December 31	rehabilitation and exterior restoration completed to 1A including similiar work done on Nos. 1B, 1C, and 1D
1960	January	work order issued to rehabilitate and stabilize 1A consisting of the following work: painting, plastering, papering, masonry, lighting, heating, fire protection, and stabilizing and rehabilitating the roof
1960	January 20	rehabilitation and stabilization begun
1960	November	exposed Harper porch foundation
1961	April	rebuilding southeast porch
1961	July 11	reroofing with cement shingles begun
1961	August 15	reroofing completed
1961	September	reconstruction of southeast porch completed
1961	October	Harper Garden wall repaired
1962	February 22	proposal to install electrical heating through a ceiling cable
1962	February 26	plastering and lathing begun
1962	March 26	installation of electrical system and electrical heating which includes electric radiant heating cable, relays, conduit, junction, boxes, thermostats, throw switch, transformer, and wiring, completed
1962	March 31	lathing and plastering begun
1962	May 2	lathing and plastering completed
1962	May 19	installation of electrical system and electric heating completed

1962	August 27	repair and painting of fence completed
1962	By October	stone wall with root cellar and steps reconstructed
1962	October 2	porch completed, except for bridge, fence, and gate
1962	October	reconstructing fragments of gateposts in wall
1962	November	uncovered privy in garden
1962	November	uncovered stone steps
1962	November	restoring locust post fence in garden
1963	April	floor finishing completed
1963	(ca.)	painting completed
1971	November 22	quotations sent out to install new gutter hangers, lead-coated gutters, and lead-coated copper conductors from the new gutters to ground level on both the High Street side and the Public Way side
1975	April 10	painting of public entrances completed
1977		painted interior
1977	September	condition: excellent
1978		painted exterior
1980	October 14	painting of the exterior begun
1980	November 3	painting of the exterior completed including work done on Nos. 1B, 1C, 1D
1981	June 29	issued job order to prepare walls and paint
1981	August	moved de-humidifier into Master Bedroom from Building 56
1982	May 5	issued job order to paint basement store room and kitchen
1982	May 21	removal of sign from front porch, removal of television cables from the north outside wall, removal of rail barrier, and painting of upper & lower porches & decks completed
1982	May 24	painting of basement kitchen and store room completed
1982	July	painting completed
1982	August 23	removed broken sun dial from front yard because it was not of historical significance
1983	January 14	removed ivy to ground level and cleared out debris from between walls and steps
1984	April 10	issued job order to caulk all windows in preparation for installation of ultra-violet film; issued separate job order to replace all cracked window panes
1984	April 24	removed wooden knobs from the doors to the security control panel on the third floor
1984	May 18	issued job order to repair entrance gate
1984	June 1	issued job order to install barricade in middle level after repainting
1984	June 1	issued job order to paint ceiling and trim of the recently wallpapered room on the middle level
1984	June 6	painting of ceiling and trim completed
1984	June 14	installation of barricade in middle level completed
1984	June 20	caulking of windows completed; replacement of cracked window panes completed
1984	June 21	repairing of entrance gate completed
1985	July 1	repair of basement level porch begun
1985	October 1	repair of basement level porch completed
1987	April 13	relaying of the shale sidewalk from the stone steps to the first floor begun
1987	April 15	relaying of the shale sidewalk from the stone steps to the first floor completed
1987	April 20	scraping off old paint from exterior and painting the porch begun
1987	June 12	painting of the porch completed
1987	July 23	replaced basement stairwell frame and cover

BUILDING: Marmion Hall (formerly known as Wager House and Wager Hall)
HAFE #: 1B
LCS #: 00548
TREATMENT: Restoration
HISTORY:

1952	December 8	deeded from William V. Marmion and Mary Hyde Marmion to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
No Date		stabilized several chimney caps
No Date		"prompt attention by the Park staff upon acquisition" of building recovered majority of interior

		trim, including mantels, door and window casings, and baseboards]
1955	June 23	as a part of emergency preservation proposal to remove vines from shutters and woodwork
1955	September	condition: "unsafe," in that roof almost entirely gone and roof framing, floor framing, stairs rotted away
1955		reroofed and replaced dormers
1956	May 8	temporary roofing completed
1956	August 5	proposal to partially restore exterior and repair drainage system
1956	August 15	work begun on shoring up the structure, restoring the porch, and replacing the gutters and downspouts
1956	August	removed north wall
1956	September 5	took down stone masonry wall to allow room for the wood porch
1956	September 10	wall reduced to the height of the basement door sill
1956	October 4	removed plaster from wall interior next to the upper road
1956	October 22	removed brick wall in basement
1956	October 23	repairs to terrace wall begun
1956	October 29	repairs to terrace wall completed
1956	December 14	removed partition between Room #5 and rear stair hall
1956-1957		NPS removed subdivisions of interior porch, including bathroom and reconstructed porch
1957	January 7-8	installed beams on the first floor
1957	January 8	removed plaster in Room #5, exposing fireplace; removed door and frame to closet
1957	January 8	set first and second floor joists
1957		east side porch restored by National Park Service
1957	April 8	installed tie-rod at corner of porch foundation
1957	August 1	rehabilitation and exterior restoration begun consisting of a drainage system
1957	August 9	proposal to restore interior, including work on 1A
1957	August	work order issued to reconstruct west wall.
1957	December	stabilizing foundations of Marmion Row
1958	January 22	work completed on shoring up the structure, restoring the porch, and replacing the gutters and downspouts
1958	July 11	repairing of the west brick masonry wall begun
1958	October 8	tearing down and rebuilding of the chimneys begun
1958	October 27	east and west brick masonry wall repairs and chimney rebuilding completed
1958	December	permanent roofing of cement shingles completed; some materials used were taken from the Kaplon Building (No. 41), which was demolished in 1957
1959	May 7	after a HABS survey, the Individual Building Report made the following comments on 1B: "This structure in poorest condition of entire row; west exterior wall requires rebuilding; joists and flooring completely rotted; windows, doors, and their frames require replacement...sub-grade drainage required for protection of foundation walls"
1959	December 31	rehabilitation and restoration completed for 1B similar work done on 1A, 1C, and 1D
1960	November 3	proposal to restore building to 1859-1865 period included the following work: repairing and replacing interior framing and studding, repairing walls and fireplaces, restoring features (floors, trim, doors, etc.), replastering, painting, and papering
1960	November	proposal to install utilities included the following work: connecting "new water service to existing water line serving tenant houses adjacent to structure," running "underground electrical service in terrace east of structure to power company pole on High Street," and connecting "building waste line to sewer line in terrace east of structure"
1961	October 6	the EODC made the following suggestions for 1A: "complete exterior restoration; stabilize buildings and reduce fire hazards; restore hallway at Public Way level to give access to porch; restore rest of main floor; and rehabilitate rest of the interior, restoring it to where necessary to preservation of fabric"
1961	November 12	exterior restoration and rehabilitation and restoration of the hallway and stairs to provide public access to the porch begun, consisting of the following work: repairing and replacing the exterior windows, window sash, and doors, painting the entire exterior and the interior hallway, and installing new period locks, hardware, gutters, and downspouts
1962	February 1	rehabilitation and restoration work begun, focusing on the exterior and reconstructing the hallway and stairs to provide access to the porch

1965	September	restoring ceiling, hallway, and main floor
1967	May 17	exterior restoration and rehabilitation and restoration of the hallway and stairs completed
1971	August	rehabilitation of the heating system begun
1971	November 22	quotation sent to install new gutter hangers, lead-coated copper gutters, and lead-coated copper conductors from the new gutters to the ground level on the High Street Street and Public Way sides
1976		painted interior
1977	September	condition: excellent
1978		painted exterior
1980	October 14	painting of the exterior begun
1980	November 3	painting of the exterior completed including work done on Nos. 1A, 1C, and 1D
1981	October 26	installation of 23 storm windows begun
1982	March 18	installation of storm windows completed. Similar work done on Nos. 8, 9, 10, 11, 11A, 12, 12A, 36, 55, 57, and 58
1982	July 6	plastering begun
1982	August 10	plastering completed on all buildings
1984	March 7	Dayton electric motor installed
1989	May	basement floor used as wet lab for park archeology program
1989	June	2nd and 3rd floor opened as seasonal quarters; building used as a dormitory.
1989	Nov. 27	begin replacing rotted porch posts at north end of porch; also replacing rotted floor boards on porch

BUILDING: Second Marmion Tenant House
HAFE #: 1C
LCS #: 00558
TREATMENT: Preservation
HISTORY:

1952	December 8	deeded from William V. Marmion and Mary Hyde Marmion to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
No Date		shored basement floor from the cellars; removed hazardous and rotted joists in basements
1955	June 23	as a part of emergency preservation proposal to remove vines from shutters and woodwork
1955	September	condition: roof needs repairs, floors partially rotted, sash missing
1956		installation of roll roofing and replacement of rotted rafters completed by National Park Service, which includes replacing attic floor joists and capping chimneys
1956	August 5	proposal to partially rehabilitate exterior and repair drainage system
1956	August 15	repairing of the dormers, sash, and replacing the gutters and downspouts begun
1956	December 13	installed stored trim and staircases
1957		rotted window frames replaced
1957	June	proposal to rehabilitate into employee quarters
1957	June	proposal to repair and weather proof roof
1957	August 1	work order issued in response to 1956 proposals, which contracted the following work: framing and temporary covering of the roof, raking and pointing masonry work, feature work (windows, doors, etc.), glazing, painting, replacing gutters and downspouts, and repairing the drainage system; estimated period of work: August 1, 1957 to August 30, 1958
1957	August 1	work begun on converting building 1C into an employee quarters through rehabilitation, exterior restoration, and installation of a drainage system
1957	December	stabilizing foundations of Marmion Row
1958	January 22	repairing of the dormers, sash, and replacing of the gutters and downspouts completed
1958	June 24	work on heating system contract awarded, which consisted of installing a complete hot-fired circulating hot water system, a complete plumbing system, and a complete electrical system;
1958	July 10	reroofing begun
1958	July 11	repointing of the masonry begun
1958	September 16	installation of the heating system begun
1958	October 8	tearing down and rebuilding of the chimneys begun
1958	October 27	masonry work and rebuilding of the chimneys completed
1958	December 31	permanent roofing completed; some materials were used from the Kaplon Building (No. 41),

		which was demolished in 1957
1959	February 24	interior lathing and plastering begun
1959	March 26	lathing and plastering completed
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions: "sub-grade drainage required for protection of foundation walls"
1959	May 7	comments as to the current condition of 1C: "rehabilitated, exterior restored, interiors converted to employee quarters;" the entire restoration project on 1C was expected to be completed by July 1, 1959
1959	June 30	purchase order issued for the installation of gutters and downspouts
1959	September 3	installation of heating system completed
1959	December 31	conversion to an employee quarters completed including work done on Nos. 1A, 1B, and 1D
1976		painted interior
1977	September	condition: good
1978		painted exterior
1980	October 14	painting of the exterior begun
1980	November 3	painting of the exterior completed including work done on Nos. 1A, 1B, and 1D
1981	February 19	installed 3 fire/smoke detectors
1982	July 6	plastering begun
1982	August 10	plastering completed for all buildings involved

BUILDING: First Marmion Tenant House
HAFE #: 1D
LCS #: None
TREATMENT: Preservation
HISTORY:

1952	December 8	deeded from William V. Marmion and Mary Hyde Marmion to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
No Date		shored basement floor from the cellar; removed hazardous and rotted joists in the basement
1955	June 23	as a part of emergency preservation proposal to remove vines from shutters and woodwork
1955	September	condition: "relatively good," because it was repaired recently
1956	August 5	proposal to partially rehabilitate the exterior and repair the drainage system
1956	August 15	repairing of the roof, gutters and downspouts begun
1957	June	proposal to rehabilitate employee quarters, including similar work on 1C
1957	June	proposal to repair and weather proof roof including similar work on 1C
1957	August 1	work order issued in response to 1956 proposals, which proposed the following work: framing and placing a temporary covering on the roof, raking and pointing masonry, feature work (windows, doors, etc., glazing, painting, replacing the gutters and downspouts, and repairing the drainage system
1957	August 1	work begun converting 1D to an employee quarters through rehabilitation, exterior restoration, and installation of a drainage system
1957	December	stabilizing foundations of Marmion Row
1957	December	stabilizing end wall foundation
1958	January 22	repairing of the roof, gutters and downspouts completed
1958	June 24	construction contract issued for the installation of a heating system, consisting of a complete oil-fired circulating hot water system, a complete plumbing system, and a complete electrical system
1958	July 10	reroofing begun
1958	July 11	repointing of the masonry begun
1958	September 16	installation of the heating system begun
1958	October 27	masonry work completed
1958	December 31	permanent reroofing completed
1959	February	interior plastering and lathing begun
1959	March 26	lathing and plastering completed
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on 1D: "sub-grade drainage required for protetion of foundation walls"

1959	May 7	after a HABS survey, the Individual Building Report made the following comments on the current condition of 1D: "rehabilitated, restored, and the interior converted to employee quarters"
1959	September 3	heating system completed
1959	December 31	conversion to an employee quarters completed including work done on 1A, 1B, and 1C
1977	September	condition: good
1978		painted interior and exterior
1980	October 14	painting of the exterior begun
1980	November 3	painting of the exterior completed including work done on Nos. 1A, 1B, and 1C
1981	February 19	installed 3 fire/smoke detectors
1984	May 18	issued job order to install linoleum in the kitchen
1984	July	installation of linoleum in the kitchen completed

BUILDING: Gospel Chapel
HAFE #: 2
LCS #: None
HISTORY:

1952	November 11	deeded from Frank R. Long and Marion B. Long to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "relatively sound," but had deteriorated from neglect
1957		demolished at a cost of $3,600

BUILDING: Nichols/Williams Building
HAFE #: 3
LCS #: 00614
TREATMENT: Stabilization/Rehabilitation
HISTORY:

1953	January 12	deeded from Bertha Jones and others to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "relatively good" with some deterioration on lower interior floors
1956	October 15	chimneys capped
1958	September 23	installation of storm sash and screens (Aluminum Triple-Track combination storm windows and fiberglass insulation, with ventilation, completed including similar work on No. 26 and No. 33
1959	November	proposal that No. 3 be obliterated
1975	July 22	recommendation of the Superintendent of Harpers Ferry National Historical Park that No. 3 be demolished, because it was dilapidated and it was "neither architecturally sound or esthetically pleasing"
1975		painted exterior
1976	February 17	removed doors and mantels
1976	February 20	installed toilet room
1976	April 6	installed floor into toilet room
1976	April 7	replaced siding in toilet room
1976		painted interior
1977	September	condition: very poor
1978	February 8	creation of Package No. 115, which would rehabilitate building Nos. 3, 37, 38, 40, and 43, through stabilization and restoration; at the time, the buildings were deteriorating and were becoming a danger to visitors
1981	June 17	proposal of Package No. 115, which was stated above; delay in proposal due to lack of funds
1982	August 25	removed air conditioners and storm door on the third floor to improve historic scene
1982	October 25	exterior stabilization and restoration begun consisting of the following work: rehabilitating the north and northwest walls, rehabilitating the windows and exterior doors, brick patio with a drainage system, restoring the roof and storefront, and installing drainage from the interior
1982	November 29	proposal to switch No. 3 from Package 115 to Package 110 for more immediate help, because

		No. 3 had deteriorated badly since the completion of the Historic Structures Report to the point where the front sidewalk had to be barricaded due to dangers to visitors; in Package 110, the following work was recommended: repairing the fallen north and northeast brick walls and repoint the others, restoration of the roof, structural repairs (stairways, joists of the second and third floors, and steel beam of the second floor), restoration of the High Street storefront, repairing all exterior windows and doors, installation of a drainage system in the backroom of the first floor, restoration of the interior involving the removal of all non-historic interior walls, replacing outdated mechanical, plumbing, and electrical systems, installation of fire and burglar alarms, resurfacing the front sidewalk equipped with warp for handicapped access, restoring the brick patio in the backyard, and filling in the backyard cisterns
1982	December 3	removal of a tree was stopped because the process might cause structural damage to No. 3
1983	June 28	sent out bids on restoration project Package No. 110D, consisting of the following work on No. 3: adaptive restoration of the interior, rehabilitating the mechacnical, electrical, and plumbing system, and installing stomr windows on the interior and shutters on the exterior
1983	July 31	exterior stabilization and restoration completed
1985	February 19	proposal for the installation of a fire and intrusion system
1985	May 15	issued job order to extend picket fence in rear as safety barrier
1985	June	extension of picket fence completed
1985	June 25	painting of picket fence in rear begun and completed
1988	February 29	construction of second floor east porch begun
1988	March 14	construction of second floor east porch completed
1988	September	install Civil War exhibit on 1st floor of bldg.
1988	November 7	installation of drainage pipe to two underground cisterns adjacent to the west wall begun, consisting of excavating down to the base of the cisterns
1988	November 23	installation of drainage pipe to two underground cisterns completed
1988	December 5	deepening of the interior west wall channel drain and installation of a plastic vapor barrier begun
1988	December 12	installation of brick patio adjacent to west wall begun
1988	December 16	installation of brick patio completed
1988	December 16	deepening of the interior west wall channel drain and installation of a plastic vapor barrier completed
1988	December 27	installation of a first floor HVAC system begun
1989	January 13	installation of a first floor HVAC system completed
1989	April	archeologists establish lab processing area on 2nd floor for Pkg. 116 excavations

BUILDING:
HAFE #: 4
LCS #: None
HISTORY:

1953	January 12	deeded from the heirs of Idella Koonce to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1954	December	ruins removed by Phillip D. Stephenson

BUILDING: Frederick A. Roeder's Store (formerly known as the Burleigh Store)
HAFE #: 5
LCS #: 00546
TREATMENT: Restoration
HISTORY:

1952	December 12	deeded from Mary D. Burleigh to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged and deteriorated from neglect
1956	July 16	roof repairs begun
1956	August 5	proposal to partially rehabilitate exterior and repair drainage system on Potomac Street

1956	November 7	replaced rear addition rafters
1956		roll roofing laid on lean-to portion by NPS
1957		three rotted window frames replaced by NPS
1957	August 1	exterior rehabiitation, including a drainage system, begun
1957	August 6	removed front porch
1957	November 30	roof repairs completed
1959	December 31	exterior rehabilitation completed
1961	August 17	masonry walls stabilization begun consisting of the following work: replacing the soft brick and placing angle iron lintels over the large door and the two windows on the same wall
1961	October 6	masonry walls stabilization completed
1963	October 10	replacing of roll roofing with slate roof and replacing of gutters and downspouts begun
1963	December 10	replacing of roofing, gutters, and downspouts completed including similar work done on No. 7 and No. 43
1976		painted exterior
1977	September	condition: good
1978		painted interior
1980	December 12	issued job order to remove heaters, electrical wiring, and outlets from the front room
1981	January 9	issued job order to install new exhibit, including the following work: moving furnace and other fixtures
1981	March 17	issued job order to replaster wall holes and repaint both rooms after removal of electrical equipment
1981	March 23	removal of heaters, electrical wiring, and outlets from the front room completed
1981	April 10	replastering and repainting of both rooms completed after removal of electrical equipment
1981	June 5	installation of new exhibit completed
1981	July 6	issued job order to repair rotted exterior window sills on the front
1981	July 6	issued job order to trim brush and small trees from in front of building
1981	August 14	repairing of rotted exterior window sills completed
1981	August 15	trimming of brush and small trees from in front completed

BUILDING: Store Building
HAFE #: 6
LCS #: None
HISTORY:

1952	December 1	deeded from Luke H. Loveless to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged and deteriorated from neglect
1956		demolished by NPS at a cost of $100

BUILDING: White Hall Tavern
HAFE #: 7
LCS #: 00621
TREATMENT: Restoration
HISTORY:

1952	December 1	deeded from Luke H. Loveless to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged and deteriorated from neglect, although walls are sound
1955		removed one-story frame porch from front
1956		bathroom addition demolished by NPS
1956	July 16	roof repairs begun, consisting of removing the ground floor joists and flooring
1956	August 5	proposal to partially rehabilitate exterior and repair drainage system on Potomac Street
1957	August 1	exterior rehabilitation including installation of a drainage system begun
1957	November 30	roof repairs completed
1959	December 31	exterior rehabilitation completed

1963	October 10	replacing of roll roofing with slate and replacing of gutters and downspouts begun
1963	December 10	replacing of roofing, gutters, and downspouts completed including similar work on No. 5 and No. 43
1975	April 4	laying of floor and plastering begun
1975	April 10	interior work proceeding; bar joists in place
1975	November 4	windows trimmed, two new batten doors hung, stairwell stabilized, and worn treads replaced
1975	November 4	law office nearly completed; interior work completed; floor being prepared for finish; railing to be built
1976		painted exterior
1977		painted interior
1977	September	condition: good
1981	July 6	issued job order to trim brush and small trees from in front of building
1981	August 15	trimming of brush and small trees from in front completed

BUILDING: Gerard Bond Wager Annex
HAFE #: 8
LCS #: 00564
TREATMENT: Reconstruction
HISTORY:

1952	June 11	deeded from Roy Kackley and Anna M. Kackley to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
No Date		NPS rebuilt north wall destroying fireplaces; remains of chimney foundations and fireplaces remain along interior of north wall; NPS installed louvres in place of sash or frame
1955	September	condition: flood damaged and deteriorated from neglect
1959	February 11	proposal to restore exterior and rehabilitate interior including similar work on No. 9, consisting of the following work on No. 8: reconstructing "from top of present structure to top of structure during restoration period," fixing the brick masonry walls, reconstructing the interior, and finishing the interior"
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestion for No. 8: "restore exterior"
1963	June 13	proposal to restore the exterior walls and roof lines, removing the added floor which included a total package for Nos. 8, 9, 11, 12, 16, and 40
1977	September	condition: poor
1977	October 31	exterior restoration begun on the initial portion of Package 110 which included the total package of Nos. 9, 11, and 11A, consisting of the following work to No. 8: demolition of non-historic portions, repointing and rebuilding of stone foundation walls, internal structural steel and floor systems, bare stud walls, new exterior brick walls, new slate roofing, new windows and doors, new entrance stoops, constructing a two-story wood porch, a new sidewalk, constructing a basement drainage system, and creating a water treatment system
1979	April 24	exterior restoration completed on the initial portion of Package 110 including work done on Nos. 9, 11, and 11A
1979	December 3	interior restoration begun
1979	December 3	demolition work, excavation and concrete work, rough carpentry and insulation work, mechanical work, and electrical work begun
1980	February	metal work and plastering and drywalling begun
1980	March	finish carpentry work, caulking and painting, and work on doors, frames, and hardware begun
1980	April	masonry work and dampproofing begun
1980	June	ceramic and quarry tile work begun
1980	July	metal work completed and rough carpentry and insulation work completed
1980	July	work on elevator begun
1980	September	resilient flooring work begun
1980	September	excavation and concrete work completed and masonry work and dampproofing completed
1980	November	carpeting and installation auditorium seating begun
1980	November	plastering and drywalling completed ceramic and quarry tile work completed elevator work

		completed mechanical work completed and electrical work completed
1981	January	finish carpentry work completed caulking and painting completed and resilient flooring work completed
1981	February 11	carpeting completed and work on doors, frames, and hardware completed
1981	February 11	entire restoration project completed
1981	April 6	backyard work begun, consisting of the following work: repairing and replacing of cobblestone, flagstone, rubble, brick paving, wood fences, storm drainage system, landscaping, electrical work, and stabilizing the building wall
1981	September 22	backyard work completed including work done on Nos. 9, 10, 11, and 11A
1981	October 26	installation of 12 storm windows begun
1982	March 18	installation of storm windows completed including work done on Nos. 1B, 8, 9, 10, 11, 11A, 12, 12A, 36, 55, 57, and 58

BUILDING: Gerard Bond Wager (formerly known as Dittmeyer's Drug Store)
HAFE #: 9
LCS #: 00565
TREATMENT: Restoration/Rehabilitation
HISTORY:

1952	June 11	deeded from Roy Kackley and Anna M. Kackley to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged but relatively sound
1956	July 16	reroofing begun, including the replacement of one dormer
1956	October 8	replacing of slate roofing with roll roofing begun by National Park Service
1956	October 8	removed brick parapet between No. 9 and No. 10 in rear
1956	October 10	replacing of sheathing and replacing and repairing of rafters begun by NPS
1956	October 10	reconstructing front dormer
1956	October 10	rebuilt northwest chimney
1956	October 11	took up floor board around attic hearth in the north corner
1956	October 11	removed plaster around wall cracks, repaired joists, removed rotted rafters, removed attic flooring around northeast chimney
1956	October 12	replaced header at stairwell and leveled eaves
1956	October 15	repaired and repainted front brick cornice
1956	October 16	sheathing and rafter work completed
1956	October 17	repainted brick northeast gable end
1956	October 23	capped northeast chimneys
1956	October 26	roll roofing work completed
1956	October 30	installed downspout and gutter on the front
1956	October 30	replacing of missing dormer glass begun
1956	October 31	installed snow guard board at the front
1956	November 2	removed staging up to No. 43
1957	November 30	reroofing completed
1958	December 2	proposal for the rehabilitation of No. 9 with work consisting of the following: replacing existing first floor columns and substantiate two columns and a steel beam to support the second floor, replacing the second floor joists, relaying and patching the flooring on the second story, adding acoustical ceilings, altering the stairs and adding a second floor emergency exit to meet safety codes, placing composition flooring on the first story, patching, plastering, painting, lighting, heating, and adding a restroom for the staff
1959	February 11	proposal to restore the exterior and rehabilitate the interior including similar work on No. 8, with work consisting of the following: reconstructing the north and east brick facades to the proper restoration period, repairing the framing system, finishing the interiors, add acoustical ceilings, altering stairs and adding a second floor emergency exit to meet safety codes, lighting, heating, and adding a restroom for the staff
1959	May 7	after a HABS survey, the Individual Building Report made the following comments on the current condition of No. 9: "presently being rehabilitated for a temporary John Brown Raid Exhibit"

1963	June 13	proposal to restore the exterior walls and roof line including building Nos. 8, 9, 11, 12, 16, and 40
1976	February 17	removed siding
1976	February 23	removal of plywood flooring begun
1976	February 24	removal of plywood flooring completed
1976	February 25	replaced stud wall and doors
1976	April 9	elevator moved from No. 10
1976	April 9	removed both staircases
1976	April 29	reinforced front
1976	May 17	shored second floor
1976	May 18	removed first flooring and dismantled joists
1976	May 20	removed third floor
1976	May 21 c	ut off joists and removed concrete from foundation wall of the basement
1976	May 24	shored up girders and plaster
1976	October 11	stabilization of wall adjoining No. 10 begun
1977	June 10	stabillization of wall adjoining No. 10 completed
1977	September	condition: poor
1978	April 1	exterior restoration begun with a break in the facade at No. 10, consisting of the following work: demolition of non-historic portions and creation of a water treatment system
1979	May 28	exterior restoration completed including work done on Nos. 8, 11, and 11A
1979	December 3	interior restoration work begun with work consisting of the following: demolition of non-historic portions and creation of a water treatment system
1979	December 3	demolition, excavation and concrete work, rough carpentry and insulation work, and mechanical and electrical work begun
1980	February	metal work and plastering and drywalling begun
1980	March	finish carpentry work, caulking and painting, and doors, frames, and hardware work begun
1980	April	masonry work and dampproofing begun
1980	June	ceramic and quarry tile work begun
1980	July	demolition completed metal work completed and rough carpentry and insulation work completed
1980	September	resilient flooring work begun
1980	September	excavation and concrete work completed and masonry and dampproofing completed
1980	November	plastering and drywalling completed ceramic and quarry tile work completed mechanical work completed and electrical work completed
1981	January	finish carpentry completed caulking and painting completed resilient flooring work completed and installation of auditorium seating completed
1981	February 11	carpeting completed and doors, frames, and hardware work completed (some minor details not completed until October 9)
1981	February 11	entire interior restoration project completed (some minor details not completed until October 9)
1981	April 6	backyard work begun, consisting of the following work: repairing and replacing cobblestone, flagstone, rubble, brick paving wood fences, storm drainage system, landscaping, electrical work, and stabilizing the building wall
1981	September 22	backyard work completed including work done on Nos. 8, 10, 11, 11A
1981	October 26	installation of 21 storm windows begun
1982	March 18	installation of storm windows completed including similar work done on Nos. 1B, 8, 10, 11, 11A, 12, 12A, 36, 55, 57, 58

BUILDING: John C. Unseld (formerly known as Store Building)
HAFE #: 10
LCS #: 00619
TREATMENT: Reconstruction
HISTORY:

1953	March 7	deeded from Josephine Murphy Bielaski and others to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged but relatively sound
1956	July 16	reroofing begun

1956		sheathing and some rafters replaced by NPS
1956	October 1	replacing tin roofing with temporary roll roofing begun by NPS
1956	October 2	removed sheathing from the eaves
1956	October 5	replaced rotted rafter with rafter scabs
1956	October 8	removed brick parapet between No. 9 and No. 10 in the rear
1956	October 11	repainted southwest chimney
1956	October 15	roll roofing completed
1956	October 23	installation of front and rear gutters begun
1956	October 24	installation of front and rear gutters completed
1956	October 30	removal of staging begun
1957	November 30	reroofing completed
1959	February	proposal to rehabilitate and restore consisting of the following work: reconstructing rear half of building, removing the top floor, reconstructing the roof to it it proper historical period, restoring the Shenandoah Street facade, rehabilitating the interior by framing and finishing, and restoring the first floor to a period store
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 10: "restore exterior, interior to be restored as store"
1964	August 21	removed chimney
1970	November	rehabilitation and restoration begun
1972	February 12	slate roofing and "miscellaneous work" begun
1972	March 22	slate roofing and "miscellaneous work" completed
1976	February 17	demolition begun consisting of the following work: removing of the interior trim work, door frames, partitions, the entire roof and framing, the rear exterior wall up to the second story, and the front exterior wall along with the foundation and flooring
1976	February 25	removal of concrete block in door openings and windows begun
1976	March 3	removed partitions and sweet rock
1976	March 4	stored window frames in No. 9
1976	March 5	removed historic trim and lath and plaster
1976	March 10	removed stair parts
1976	March 11	stored doors, sash, and trim in No. 9
1976	March 12	removal of flooring begun
1976	March 16	removal of first floor metal ceiling begun
1976	March 17	removed front step stones
1976	March 23	removed basement concrete block and brick fill
1976	March 24	removed first floor flooring
1976	March 26	removed joists
1976	April 6	installed elevator
1976	April 8	installation of reforcements begun
1976	April 9	moved elevator in No. 10 to No. 9
1976	April 14	installation of reforcements completed
1976	April 15	shored front wall
1976	April 20	dismantling of the roof begun
1976	April 27	dismantling of front brick wall begun
1976	April 29	dismantling of front brick wall completed
1976	May 4	removed stone foundation
1976	May 6	dismantled rear brick wall
1976	May 10	cleared east wall features
1976	May 10	shored up rear fire place
1976	May 27	removed foundation to footers
1976	September 30	demolition completed
1976	October 11	exterior restoration begun creating a break in the facade at No. 9 and No. 11; work consisting of the following: installing footing and front foundation, installing internal structural steel, stabilizing the party walls adjoining No. 9 and No. 11, installing copper backing on the top and back of the new windows and door frames, and installing six new window sash, new gutters, and new downspouts
1977	April 5	whitewashing of the west wall to show the outline of No. 10A begun
1977	June 10	whitewashing of the west wall completed

1977	June 10	exterior restoration completed
1977	September	condition: excellent
1979	December 3	interior restoration project begun
1979	December 3	demolition, excavation and concrete work, rough carpentry and insulation work, and mechanical and electrical work begun
1980	February	metal work and plastering and drywalling begun
1980	March	finish carpentry, caulking and painting, and doors, frames, and hardware work begun
1980	April	masonry work and dampproofing begun
1980	June	ceramic and quarry tile work begun
1980	July	demolition completed metal work completed and rough carpentry and insulation work completed
1980	September	resilient flooring work begun
1980	September	excavation and concrete work completed and masonry work and damproofing completed
1980	November	carpeting begun
1980	November	plastering and drywalling completed, ceramic and quarry tile work completed, mechanical work completed, and electrical work completed
1981	January	finish carpentry work completed, caulking and painting completed, and resilient flooring completed
1981	February 11	carpeting completed,and doors, frames, and hardware work completed (some minor details not completed until October 9
1981	February 11	entire interior restoration project completed (some minor details not completed until October 6)
1981	April 6	backyard work begun, consisting of the following work: repairing and replacing cobblestone, flagstone, rubble, brick paving, wood fences, storm drainage system, landscaping, electical work, and stabilizing the building wall
1981	September 22	backyard work completed including work done on Nos. 8, 9, 11, and 11A
1981	October 26	installation of 13 storm windows begun
1982	March 18	installation of storm windows completed including similar work done on Nos. 1B, 8, 9, 11, 11A, 12, 12A, 36, 55, 57, and 58
1982	May 11	installation of a bathroom addition begun
1983	December 14	inspection reveals water leaking thru roof of second floor front porch
1984	May 11	installation of bathroom addition completed
1984	October 25	issued job order to construct visitor registration table in lobby
1984	November 27	construction of visitor registration table completed
1985	October 22	removal of rotted front porch posts and propping up of front porch begun
1985	October 25	replacing of the 2 outside front porch posts completed
1986	August 19	painting of the exterior begun
1986	August 26	painting of the exterior completed
1988	January 11	repairing of the second and third floor east room plaster ceilings begun
1988	February 5	repairing of the second and third floor east room plaster ceilings completed
1988	April 25	replacing of the west wall north window seal and frame begun
1988	May 6	replacing of the west wall north window seal and frame completed

BUILDING: John C. Unseld Outbuilding
HAFE #: 10A
LCS #: 00620
TREATMENT: Stabilization
HISTORY:

1953	March 7	deeded from Josephine Murphy Bielaski to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1958	May 28	building consists of two ruined brick walls; recommendation to stabilize
1977	April 5	whitewashing of the exterior west wall of No. 10 to show the outline of No. 10A begun
1977	June 10	whitewashing of the exterior west wall of No. 10, revealing the outline of No. 10A completed

BUILDING: William Anderson Building
HAFE #: 11
LCS #: 00622
TREATMENT: Restoration/Rehabilitation (adaptive re-use)
HISTORY:

1952	November 25	deeded from Briscoe E. Smith to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged but relatively sound
1958	September	proposal to remove the roof and the third floor, reconstructing the building historically accurate consisting of the following work: demolition of the roof and third floor, repairing, replacing, and repointing the brickwork, replacing the roof framing, sheathing and reroofing with slate, and reconstructing four dormers
1959	February 11	proposal to rehabilitate and restore consisting of the following work: removing the fourth floor and reconstructing the roof, restore the Shenandoah Street facade, reconstructing the exterior balcony, re-establishing the original floor lines, finishing the interior, and restoring the first floor to a period store and the upper floors developed into offices
1959	March	the porch, a late addition to the structure, was removed
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestion on No. 11: "restore exterior, interior to be restored as shop"
1960	November	proposal to provide No. 11 and No. 12 with utilities, including sewer, water, and electrical service
1963	June	proposal to restore the exterior walls and roof lines and remove the added floor including the total package of Nos. 8, 9, 11, 12, 16, and 40
1963	September 6	replacing of wood sheathing and roll roofing with new sheathing and tin roof and replacing of gutters and downspouts begun
1963	October 17	replacing of sheathing, roll roofing, gutters, and downspouts completed including similar work on No. 36
1963	November 22	proposal to restore exterior walls, windows, and doorways, removing added doors, windows and floor work including similar work on Nos. 12, 16, and 40
1970	November	rehabilitation begun, consisting of the following work: removing the third floor and replacing the roof
1971		rebuilt "entirely new" fourth floor, consisting of removing existing fourth floor and rebuilding roof; new brick above mortar joint in the middle of the third floor windows; installed fifteen-inch deep steel beam in interior masonry over the front and rear third floor window openings; rebuilt arches over the three third floor windows; rebuilt both gable end walls above middle of the third floor; added new larger chimneys to the north gable wall with steel beam installed into the masonry to the top of the corbelling bricks of the old chimneys
1971		demolished part of the brick wall and reconstructed the wall and brick cornice
1972	March 22	slate roof completed
1975	May 16	rear basement entrance collapsing, creating a potential danger
1976	April 29	reforced front
1976	May 10	removed old lumber
1976	May 12	shored up first floor
1976	May 13	shored up second floor
1976	May 13	removed some flooring and cut off joists
1976	May 13	removed east wall chimney
1976	October 11	stabilization of party wall adjoining No. 10 begun
1977	June 10	stabilization of party wall completed
1977	September	condition: poor
1977	October 31	exterior restoration begun consisting of the following work: demolition of non-historic portions and creation of a water treatment system
1979	April 24	exterior restoration completed on the initial portion of Package 110
1979	December 3	interior restoration begun
1979	December 3	demolition, excavation and concrete work, rough carpentry and insulation work, and mechanical and electrical work begun
1980	February	metal work and plastering and drywalling begun

1980	March	finish carpentry work, caulking and painting, and doors, frames, and hardware begun
1980	April	masonry work and dampproofing begun
1980	June	ceramic and quarry tile work begun
1980	July	demolition completed, metal work completed, and rough carpentry and instulation work completed
1980	July	elevator work begun
1980	September	excavation and concrete work completed and masonry work and dampproofing completed
1980	November	plastering and drywalling, ceramic and quarry tile work, elevator work, mechanical work, and electrical work completed
1981	January	finish carpentry work, caulking and painting, and resilient flooring work completed
1981	February 11	carpeting completed
1981	February 11	entire interior restoration completed (some minor details not completed until October 9
1981	April 6	backyard work begun, consisting of the following work: repairing and replacing cobblestone, flagstone, rubble, brick paving, wood fences, storm drainage system, landscaping, electrical work and stabilizing the building wall
1981	September 22	backyard work completed including work done on Nos. 8, 9, 10, and 11A
1981	October 26	installation of 21 storm windows begun in No. 11 and No. 11A
1982	March 18	installation of storm windows completed including similar work done on Nos. 1B, 8, 9, 10, 11A, 12, 12A, 36, 55, 57, and 58
1983	December 14	inspection reveals following problems: metal flashing on front porch deck pulled away from brick wall; warped exterior door needs to be readjusted; water leaking around side wall flashing onto third floor, dripping through ceiling of second floor, and damaging plaster, due to dormer damaged from improper installation
1986	August 18	painting of the exterior begun
1986	August 25	painting of the exterior completed
1988	August 11	painting of the porch facing Shenandoah Street begun
1988	August 15	painting of the porch facing Shenandoah Street completed

BUILDING: William Anderson Annex (formerly known as Residence)
HAFE #: 11A
LCS#: 00623
TREATMENT: Restoration/Rehabilitation (adaptive re-use)
HISTORY:

1952	November 25	deeded from Briscoe E. Smith to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1956	August 5	proposal to partially rehabilitate exterior
1957	August 1	work order issued in response to 1956 proposal, which consisted of the following work: framing, repairing, and temporary covering for the roof, and feature work ;
1957	August 1	exterior rehabilitation, including installation of a drainage system, begun 1959 after a HABS survey, the Individual Building Report made the following suggestions on No. 11A: "exterior to be restored"
1959	December 31	exterior rehabilitation completed
1963	October 10	replacing of roll roofing with slate and the replacing of the gutters and downspouts begun
1963	December 10	replacing of roll roofing, gutters, and downspouts completed including similar work done on No. 12 and No. 36
1977	September	condition: poor
1977	October 31	exterior restoration begun consisting of restoration work and the creation of a water treatment system for No. 11A
1979	April 24	exterior restoration completed
1979	December 3	interior restoration begun
1979	December 3	demolition, excavation and concrete work, rough carpentry and insulation work, mechanical and electrical work begun
1980	February	metal work and plastering and drywalling begun
1980	March	finish carpentry, caulking and painting, and doors, frames, and hardware work begun
1980	April	masonry work and dampproofing begun

1980	June	ceramic and quarry work begun
1980	July	demolition completed, metal work completed and rough carpentry and insulation work completed
1980	July	elevator work begun
1980	September	resilient flooring work begun
1980	September	excavation and concrete work completed and masonry work and dampproofing completed
1980	November	plastering and drywalling completed, ceramic and quarry tile work completed, elevator work completed mechanical work completed, and electrical work completed
1981	January	finish carpentry work completed, caulking and painting completed, and flooring work completed
1981	February 11	carpeting, doors, frames, and hardware work completed
1981	February 11	entire interior restoration completed some minor details not completed until October 9)
1981	April 6	backyard work begun, consisting of the following work: repairing and replacing cobblestone, flagstone, rubble, brick paving, wood fences, storm drainage system, landscaping, electrical work, and stabilizing the building wall
1981	September 22	backyard work completed at a cost of $112,000, including work done on Nos. 8, 9, 10, and 11
1981	October 26	installation of 21 storm windows in No. 11 and No. 11A begun
1982	March 18	installation of storm windows completed at a cost of $16,034, including similar work done on Nos. 1B, 8, 9, 10, 11, 12, 12A, 36, 55, 57, and 58
1987	April 9	relaying of the shale platform under the rear porch begun
1987	April 10	relaying of the shale platform under the rear porch completed
1987	September 28	replacing of the northwest porch, stairs, landing, and handrail begun
1987	September 30	replacing of the northwest porch, stairs, landing, and handrail completed

BUILDING: Ann C. Stephenson (formerly known as Bank Building)
HAFE #: 12
LCS #: 00566
TREATMENT: Restoration/Rehabilitation
HISTORY:

1952	November 11	deeded from Frank R. Long and Marion B. Long to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged; bowed west wall; interior, sash, etc. deteriorated from neglect
1956	July 16	patching of roof and flashing, reglazing, and shoring begun
1956	August 5	proposal to partially rehabilitate the exterior
1956	October 11	placed notched steel peg at the bulge in the High Street wall
1956	November 1	replaced and repaired missing slate on the roof
1956	December 17	glazed windows
1957	November 30	patching of roof and flashing, reglazing, and shoring completed
1959	February 11	proposal to restore the exterior and rehabilitate the interior consisting of the following work: stabilizing the exterior west wall, restoring the openings, restoring the interior frame, restoring the first floor to a period store, developing the upper floors into offices, and reconstructing the exterior balcony porch
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 12: "restore exterior, interior to be restored as store"
1960	November	proposal to provide utilities, including the same work for No. 11, with specific work consisting of sewer, water, and electrical services
1961	August 17	work on stabilizing masonry walls begun consisting of the following work: repairing and rebuilding the southwest wall, replacing the wall from the top of the chimney and parapet wall down to the eaves with a flemish blond, repointing the flemish bond previously existing in the building, installing angle iron lintels over the windows and reinforced steel in the parapet wall, and repairing and rebuilding the interior chimneys and flues in the southwest wall above the third floor
1961	October 6	work on stabilizing masonry walls completed
1963	June	proposal to restore the exterior walls and roof line including work done on Nos. 8, 9, 11, 12, 16, and 40
1963	November 22	proposal to restore exterior walls, windows, and doorways including similar work done on Nos. 11, 16, and 40

1963	October 10	replacing of roll roofing with slate and replacing of the gutters and downspouts, in addition to the installation of snow boards on the front and the back of the building begun; during work, windows and the four fourth floor dormers were altered; all three chimneys were subject to "demolition and/or reconstruction" with smaller firebox openings
1963	December 10	replacing of roll roofing, gutters, and downspouts and installation of snow boards completed including similar work done on No. 11A and No. 36
1976		debris cleaned from basement earth floor by NPS
1976	June 30	first floor joists severely rotted; recommendation bookstore be moved
1976	Fall	temporary shoring installed by NPS to hold north wall and south wall in place
1977	September	condition: fair
1978	August 25	restoration begun with work on No. 12 consisting of the following: demolished south brick wall and rebuilt it with both old and new brick, removed the second floor joists, removed and cleaned the second floor and replaced it on new joists, whitewashed interior walls, added lighting, and installed fire prevention system
1980	September 25	restoration work completed
1981	February 2	installed lock on second floor office door
1981	August 28	installed lock in door to storage room on second floor
1981	October 26	installation of 24 storm windows begun
1982	March 18	installation of storm windows completed at a cost of $16,034, including similar work done on Nos. 1B, 8, 9, 10, 11, 11A, 12A, 36, 55, 57, and 58
1982	August 23	issued job order to paint ceiling of the first floor, which had been patched, but not painted
1982	August 27	painting of first floor ceiling completed
1983	December 14	inspection reveals metal flashing on front porch deck pulled away from brick wall and warped exterior door needs reajusting
1986	August 18	painting of the exterior begun
1986	August 27	painting of the exterior completed

BUILDING: Ann C. Stephenson Outbuilding
HAFE #: 12A
LCS #: 00567
TREATMENT: Restoration/Rehabilitation
HISTORY:

1952	November 11	deeded from Frank R. Long and Marion B. Long to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "relatively good," with deterioration of wood from neglect
1956	August 5	proposal to partially rehabilitate the exterior
1957	February 20	repaired and made some replacements to the balcony
1957	February 20	removed rear wood porch steps
1957	August 1	work order issued in response to August 1956 proposal, consisting of the following work: framing, repairing, and placing a temporary covering on the roof, and feature work (windows, doors, etc.)
1957	August 1	exterior rehabilitation, including the installation of a drainage system, begun
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 12A: "exterior to be restored"
1959	December 31	exterior rehabilitation completed
1963	December 3	roof work begun including similar work done on No. 15 and No. 16, consisting of the following work on No. 12A: replacing the roll roofing with wood shingles, replacing the gutters and downspouts, and installing snow boards on the front and back of the building
1963	August 29	proposal to restore exterior and rehabilitate interior for the purpose of creating field construction offices which would be later developed into maintenance offices
1964	January	restoration in progress
1965	February 27	roof work completed
1972	December	emergency repairs begun, consisting of the following work: intalling window frames and sash, door frames, and doors, repairing masonry walls around openings, and repairing the roof
1977	September	bookstore vacated

1977	September	condition: fair
1978	August 25	restoration begun, with work on No. 12A consisting of the following: whitewashing the interior walls, demolishing and rebuilding the South Area Way wall, demolishing and rebuilding the North Foundation Wall, replacing roof sheathing, adding some lighting, installing fire prevention system, installing a steel structural system to support the brick walls and floors, restoring the historic windows, reconstructing two wood porches and a cast iron balcony, installing a radiant heat cable in plaster, creating a basement drainage system, bathroom work, and restoring the interior, which includes replastering
1980	February 19	contract extension allows time to complete the following aspects of the restoration: demolishing and rebuilding the South Area Way Wall, demolishing and rebuilding the North Foundation Wall, and replacing the roof sheathing
1980	September 25	restoration completed
1981	October 26	installation of 6 storm windows on the upper floor begun
1982	March 18	installation of storm windows completed including similar work done on Nos. 1B, 8, 9, 10, 11, 11A, 12, 36, 55, 57, and 58
1985	June 18	removal and rebuilding of rotted porch stairwell on northwest side begun
1985	June 25	rebuilding of porch stairwell on northwest side completed
1986	August 18	painting of the exterior begun
1986	August 22	painting of the exterior completed

BUILDING: Mrs. Stephenson's Shop
HAFE #: 13
LCS #: None
HISTORY:

1952	November 11	deeded from Frank R. Long and Marion B. Long to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: deterioration from neglect
1956	August	demolished at a cost of $130; **NOTE: Photograph clearly shows demolition after August 15, probably at the same time as dismantling of Building 14; Report of Survey dates it at 1957, but this is simply a review of buildings which have been demolished up to that stage**

BUILDING: Alfred Burton Jewelry Shop
HAFE #: 14
LCS #: 00563
TREATMENT: Reconstruction
HISTORY:

1954	September 29	deeded from Alfred C. Sponseller and others to State of West Virginia
1955	September	condition: deteriorated from neglect, although wood panel front "interesting"
1956	August	dismantled and stored; **NOTE: photographs clearly show dismantling after August 15, probably at the same time as demolition of Building 13**
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 14: "front salvaged for restoration; to be restored as shop"
1989		Williamsport Preservation Training Center spends year analyzing "stored" structure, examines HABS drawings and photographs, and prepares drawings for reconstruction of building
1989	May	front of building, in storage in basement of Building 16, removed to Williamsport Preservation Training Center
1989	July	archeological excavations; one 5 x 5 foot unit on outside of east foundation wall; one 5 x 5 unit inside foundation at southwest corner
1989	Dec.	updated history section completed and sent out for review

BUILDING: Susan Downey House (formerly known as Residence)
HAFE #: 15
LCS #: 00612
TREATMENT: Restoration/Rehabilitation
HISTORY:

1952	October 27	deeded from Eben M. Fritts and Mary E. Fritts to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: walls pulling away from adjacent buildings with interior, sash, etc. deteriorated from neglect
1956		front porch installed by NPS
1956	July 16	repairing of the roof, porch, and sash, and glazing begun
1956	August 5	proposal to partially rehabilitate the exterior
1957		east elevation porch removed by NPS
1957	February 20	removed siding around earlier porch
1957	February 21	removed head of stairs to first floor
1957	February 28	installed ships ladder between first and second floors
1957	March 1	removed porch stairs
1957		removed entire southeast porch, because it was post-period and dangerous to visitors
1957	August 1	work order issued which consisted of the following work: framing, repairing, and placing a temporary covering on the roof, and feature work (windows, doors, etc.)
1957	August 1	exterior rehabilitation, including the installation of a drainage system, begun
1957	September	replaced the slate roof with new sheathing and roll roofing
1957	November 30	repairing of the roof, porch, and sash, and glazing completed
1958	January 30	Park Historian Charles W. Snell recommended that No. 15 be restored as a shop, with exhibits on the first floor that could only be viewed through the window; the second floor should be stripped to a shell, allowing storing space for exhibits in case of a flood
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 15: "restore exterior, interior to be restored as shop"
1959	December 31	exterior rehabilitation completed
1960		two third-floor dormer windows replaced by NPS
1961	July 9	stabilization of masonry walls begun consisting of the following work: replacing the stone over the door, installing an angle iron and replacing the stone between the second and third story windows
1961	August 16	stabilization of masonry walls completed
1963	August 29	proposal for restoring the exterior and rehabilitating the interior, consisting of the following work: rehabiitating the first floor stair hall, second floor and attic for use as a residence, restoring the remainder of the first floor for public use, and devloping a portion of the basement for mechanical services
1963	September	restoration in progress, including work on chimney
1963	December 3	roof work begun, including similar done on No. 12A and No. 16, consisting of the following work on No. 15: replacing the roll roofing with wood shingles, replacing gutters and downspouts except on the back of the southwest wing, and installing snow boards on the front
1964		rehabilitated southeast chimney caps; NPS completely reconstructed brick portion of chimney on main building
1965	February 27	roof work completed
1965	September	reconstructed porch and cellarway
1972		removed masonry in an area of bulge in the rear wall and relayed the stone; as part of wall reconstruction, all windows were replaced; eight-panel door installed
1972	March 6	sent out bids for the reconstruction of the stone wall in the rear
1972	May 10	contract awarded to rebuild the top of the building, including the following work: removing and relaying rain spouting, removing and relaying stone work, removing and relaying brick work, and installing steel angle
1975	May	in the Historic Structures Report, Architect Archie Franzen made the following recommendations on No. 15: the High Street fenestration should be reworked, the store front construction should be removed, the kitchen ell should be reduced to its original one-story, the exterior walls needed to be pargetted in all areas except the brick portions of the chimneys to prevent moisture

		from getting into the masonry, the wood shingles should be replaced with slate, and the interior should be restored for both period exhibits and living history
1976		painted exterior
1977	September	condition: poor
1979		installed two second-floor windows under historical lintels in the "ell" section
1982	May 11	lathing and plastering, exterior stuccoing, and electrical modifications begun
1984	May 11	lathing and plastering completed exterior stuccoing completed, and electrical modifications completed
1985	February 19	proposal to install fire and intrusion system
1985	April 18	installed electric outlet by running wire mould from existing outlet to the back of the exhibit
1985	June 17	installation of drainage ditches from downspouts begun
1985	June 18	installation of drainage ditches from downspouts completed
1985	August 15	issued job order to paint the one remaining wall (wall with graffiti) on the first floor to match the three remaining walls and to remove the wallpaper remnants at the top of the wall; Shipley people painted around grafitti
1985	August 20	painting of first floor wall and removal of wallpaper remnants completed

BUILDING: Frederick A. Roeder House
HAFE #: 16
LCS #: 00545
TREATMENT: Restoration/Rehabilitation (adaptive re-use)
HISTORY:

1952	December 12	deeded from Mary D. Burleigh to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: walls leaning with interior deteriorated from neglect
1956		NPS removed wood back porch and stairhouse
1956		placed emergency bracing against the northeast wall preventing it from falling out
1956	July 16	repairing of the roof and sash and removal of the porches begun
1956	August 5	proposal to partially rehabilitate the exterior
1956	November 6	painted ornamental metal porch railings
1957	February 25	repaired brick cornices of out buildings
1957	August 1	work order issued in response to 1956 proposal, consisting of the following work: framing, repairing, and placing a temporary covering on the roof, and feature work (windows, doors, etc.)
1957	August 1	exterior rehabilitation, including drainage system begun
1957	November 30	repairing of the roof and sash and removal of the porches completed
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions: "restore exterior; interior to be architectural exhibit"
1959	December 31	exterior rehabilitation completed
1963		built drain along north wall
1963	June 13	proposal to restore the exterior walls and roof line in addition to shoring up some structural weaknesses, including work done to Nos. 8, 9, 11, 12, and 40
1963	August 29	proposal to restore exterior and rehabilitate interior, consisting of the following work: restoring the exterior and developing a portion of the interior into an example of restoration in an architectural exhibit
1963	November 22	proposal to restore exterior walls, windows, and doorways, to remove added doors, windows, and floor work, and to shore up structural weaknesses, including similar work done on Nos. 11, 12, and 40
1963	December 3	roof work begun including similar work done on No. 12A and No. 15, consisting of the following work on No. 16: replacing roll roofing with wood shingles, replacing the gutters and downspouts, and installing snow boards on the front of the building
1964	Sept.	reconstructed north wall
1964		recently, added bracing and posts inside for support of floors; installed partitions to relieve back wall of floor weight

1965	February 27	roof work completed
1974?	August 8	placed new I-beams; laid new ground floor **NOTE:** no year stated, although it says building to be used for interpretation in summer 1975 and later states building will be ready for upcoming summer historical program
1974?	August 8	painted walls; installed new doors; painted interior, porch, windows, railings, etc.; installed period stove in kitchen **1974** November 27 issued job order to paint trim, baseboards, and walls
1975	February 3	painting of trim, baseboards, and walls completed
1976?	Fiscal Year	scheduled work: removing debris from the basement, pouring a concrete floor, and supporting the walls
1976		painted interior and exterior
1977	September	condition: fair
1986	March 20	replacing of the flooring, railing, and front porch begun
1986	March 26	replacing of the flooring, railing, and front porch completed
1989	February	replace window sills, 2nd floor

BUILDING: Frederick A. Roeder Annex
HAFE #: 16A
LCS #: None
TREATMENT: Restoration/Rehabilitation (adaptive re-use)
HISTORY:

1952	December 12	deeded from Mary D. Burleigh to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1956		NPS installed new cement-shingle roof
1956	August 5	proposal to partially rehabilitate the exterior
1957	February 25	repaired brick cornices
1957	May 15	installed "Hendrick's Cement Tile Shingles"
1957	August 1	work order issued in response to August 1956 proposal, which consisted of the following work: framing, repairing, and placing a temporary covering on the roof, and feature work (windows, doors, etc.)
1957	August 1	exterior rehabilitation, including the installation of a drainage system, begun
1959	December 31	exterior rehabilitation completed
1964	January	reconstruction in progress
1964	October	completed stone wall
1964	October 2	reconstruction in progress
1970	Summer	painted porch
1976		painted exterior
1977	September	condition: fair
1985	June 17	installation of drainage ditches from overflow pipe from air conditioner unit begun
1985	June 18	installation of drainage ditches from overflow pipe from air conditioner unit completed

BUILDING: Hotel and Restaurant (formerly known as Hotel Conner Annex and Post Office)
HAFE #: 17
LCS #: None
HISTORY:

1952	November 8	deeded from Peach B. Cassell to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged but reasonably sound
1956	October 23	building demolition begun
1956	November 7	demolished foundation wall
1956	November 8	demolition completed, including removal of the sidewalk
1957		demolished at a cost of $2,500

BUILDING: Garage (also known as shed)
HAFE #: 18
LCS #: None
HISTORY:

1952	November 8	deeded from Peach B. Cassell to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged and deteriorated from neglect
1957		demolished at a cost of $500

BUILDING: Warehouse (also known as Workhouse and Store)
HAFE #: 19
LCS #: None
HISTORY:

1952	November 8	deeded from Peach B. Cassell to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: walls sound but interior deteriorated from neglect
1956	October 30	stabilization of sections of the wall adjacent to the railroad begun by National Park Service, consisting of the following work: rebuilt stone masonry wall on the interior and exterior, and repaired the lintel over the opening by using lintel stone from the old mills
1956	November 7	stabilization of walls completed
1959	spring	demolished at a cost of $1,000

BUILDING: Ice House (formerly known as Shed and Warehouse)
HAFE #: 20
LCS #: None
HISTORY:

1952	December 31	deeded from Louise C. Walsh and others to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged and neglected
1959	Spring	demolished at a cost of $250

BUILDING: Shed
HAFE #: 21
LCS #: None.
HISTORY:

1952	November 29	deeded from Emma H. McLure and others to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: deteriorated
		demolished

BUILDING: Shed
HAFE #: 21A
LCS #: None
HISTORY:

demolished

BUILDING: Shed (also known as Garage)
HAFE #: 22
LCS #: None
HISTORY:

1952	November 29	deeded from Emma H. McLure and others to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: fair
1957	February 20	demolished

BUILDING Store and Residence
HAFE # 23
LCS # None
HISTORY:

1952	November 29	deeded from Emma H. McLure and others to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "generally good" with flood damaged lower floor
1956	October 29	removed 1870 brick
1956	October 31	built a wood gate at the areaway
1957	February 20	demolished the rear porch wood steps
1957	February 28	repaired masonry wall of side areaway
1959	May 4	demolished with Building 24 at a cost of $7,100

BUILDING: Murtha Walsh Building (also known as Store Building)
HAFE #: 24
LCS #: None
HISTORY:

1952	December 31	deeded from Louise C. Walsh and others to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "generally good" with flood damaged lower floor
1956	October 2	removed plaster
1956	October 24	started excavations from foundation probings
1956	October 30	grouted in crack on exterior wall at No. 23 and second floor
1956	October 31	built fence at sidewalk at No. 25
1956	December 27	installed ledger for the top floor ceiling joists
1957	January 29	removed a two feet wide plaster strip that extended the full length of the first floor on the interior of the northeast wall
1959	May 4	demolished with Building 23 at a cost of $7,000

BUILDING: Store (formerly known as clothing store, bank, and cafe)
HAFE #: 25
LCS #: None
HISTORY:

1952	December 31	deeded from Louise C. Walsh and others to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged and deteriorated from neglect
1956	October 23	demolition of lean-to begun
1956	October 24	lean-to demolition completed
1956	October 24	closed in rear of building
1956	October 24	replaced rotted flooring in rear of building

1956	October 29	repaired tin roof
1958	Spring	demolished at a cost of $2,500

BUILDING: Store and Residence
HAFE #: 26
LCS #: None
HISTORY:

1952	November 8	deeded from Peach B. Cassell to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "generally good" with apartment on second floor; frame lean-to
1958	September 23	installation of storm sash and screens (Aluminum Triple Track combination storm windows) and fiberglass insulation completed, including work done on No. 3 and No. 33
1966	December	demolished

BUILDING: Garage (also known as Store and Warehouse)
HAFE #: 27
LCS #: None
HISTORY:

1952	November 8	deeded from Peach B. Cassell to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "generally serviceable"
1957		demolished at a cost of $5,500

BUILDING: Shed (also known as Well House or Privy]
HAFE #: 29
LCS #: None
HISTORY:

1952	November 29	deeded from Josephine DeLauder and John DeLauder to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "generally good, except roof"
1957	July 2	demolished

BUILDING: Shed and Privy
HAFE #: 30
LCS #: None
HISTORY:

1952	December 16	deeded from William Doran and Mary Elizabeth Doran to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: dilapidated
1955	October	removed ruins

BUILDING: Shed
HAFE #: 31
LCS #: None
HISTORY:

1952	December 16	deeded from William Doran and Mary Elizabeth Doran to State of West Virginia

1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: dilapidated
1955	October	removed ruins

BUILDING: Ice House (formerly known as Residence)
HAFE #: 32
LCS #: 00561
TREATMENT: Preservation
HISTORY:

1952	November 29	deeded from Mary Cecelia Doran to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "relatively good" but flood damaged
1956	November 13	rebuilding of southwest stone wall over the drive-through begun
1957	February 25	roof repairs begun
1963	December 3	replacing roll roofing with wood shingles begun including similar work done on Nos. 33, 34, 35, 38, and 48
1964	June 17	reroofing completed
1976		painted exterior
1977	September	condition: fair
1989	November 20 - December 15	archeological excavations on interior of building

BUILDING: Ranger Headquarters (formerly known as Doran Store and the Flood Buffer Building)
HAFE #: 33
LCS #: 03867
TREATMENT: Preservation/Rehabilitation (adaptive re-use) [Planned: Restoration/Rehabilitation (adaptive re-use)]
HISTORY:

1952	November 29	deeded from Mary Cecelia Doran to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	"relatively good" but flood damaged
1956	November 9	installed gutters on entire building and downspouts on one side
1956	November 26	removed balcony flooring and soffit
1956	November 26	boxed in and insulated water lines
1956	November 30	replacing balcony wood completed, except of the facia trim
1958	September 23	installation of storm sash and screens (Aluminum Triple-Track combination storm windows and fiberglass insulation) completed including similar work done on No. 3 and No. 26
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 33: "to be retained as flood buffer with quarters"
1960		proposal to stabilize the building consisting of the following work: repointing the structural cracks in the west wall, removing the first floor wood and filling in concrete slab over the gravel, building "three interior transverse twelve-inch concrete block walls on concrete footings at the first floor level under existing wood ceiling beams," repairing the roof, replacing the gutters and downspouts, remodeling the second floor quarters, and making eight feet wide openings in each block wall
1960	November 10	stabilization and rehabilitation of second floor for permanent employee quarters begun
1961	July 12	sent out bids for installing heating, electricity, and plumbing
1961	August 23	installation of plumbing and heating begun
1961	August 23	installation of electrical wiring begun
1961	October	installed new kitchen wall cabinets in second floor apartment
1961	November	installation of heating, electricity, and plumbing completed
1961	December 29	stabilization and rehabilitation of second floor for permanent employee quarters completed
1963	December 3	replacing roll roofing with wood shingles begun including similar done to Nos. 32, 34, 35, 38,

		and 48
1964	June 17	roof work completed
1972	December 6	contract awarded to plaster wall surfaces, newly constructed studded partitions, and areas designated by the Harpers Ferry Center Chief of Maintenance, located on the first floor
1972	December 6	contract awarded to install a suspended metal grid, an accoustical panel, and ceiling in three designated areas on the first floor; furthermore, they are to install studding or other framework for partitions, floor frames, door and/or other work designated by the Chief of Maintenance
1973	February 12	contract awarded to install plaster on the interior walls of the telephone booth on the Market Street side
1975	January 13	installed two new ceiling heaters
1977	September	condition: fair
1976		painted exterior
1978		painted interior
1979	September 12	patch pargeting begun
1979	November 10	patch pargeting completed, including similar work done on No. 45
1979	April 1	replacing of gutters and downspouts begun
1980	June 13	replacing of the gutters and downspouts completed, including similar work done on Nos. 34, 56, 57, 58, 59, 61, 69, and 75
1982	May 5	issued job order to rough up recently installed 6X6s to be more aesthetic
1982	May 19	issued job order to install fence and gate where removed rotted fence stood behind building
1982	May 24	roughing up of recently installed 6x6s completed
1982	May 25	installation of fence and gate behind building completed
1983	January 18	installation of a heating pump system begun
1983	March 28	installation of a heating pump system completed
1983	July 14	installation of air conditioner into Building 12 from Building 33 completed
1984	May 7	repainted public telephone area
1984	June 5	fixed broken window in front
1985	May	painted exterior
1986	February 26	repair and restoration of bay windows begun
1986	March 21	repair and restoration of bay windows completed
1986	April 19	painted exterior first floor level
1986	April 21	stabilization of stairwell and replacing of the floor and joists begun
1986	April 24	installed air vent/window in the basement east wall
1986	May 5	installation of new floor joists begun
1986	May 9	installation of new floor joists completed
1986	June 2	construction of storage closet under front hallway stairwell begun
1986	June 3	placing of new floor in northeast hallway begun
1986	June 5	placing of new floor in northeast hallway completed
1986	June 16	installation of new first floor interior partitions and walls begun
1986	June 20	construction of storage closet under front hallway stairwell completed
1986	June 25	repairing of third floor east wall stairwell window begun
1986	July 14	painting of the exterior begun
1986	July 15	replastering of the first floor stairwell hallway west wall begun
1986	July 17	replastering of the first floor stairwell hallway west wall completed
1986	July 18	painting of the exterior completed
1986	July 28	plastering of the first floor interior partitions and walls begun
1986	September 12	installation of new first floor interior partitions and walls completed
1987	November 2	replacing of the back porch deteriorated staircase begun
1987	November 20	replacing of the back porch staircase completed
1988	April 4	painting of southeast exterior staircase begun
1988	April 22	repointing of the northwest chimneys begun
1988	May 3	repointing of the northwest chimneys completed
1988	May 4	replacing of the "shake" roof begun
1988	May 5	dismantling of the upper 2/3 of the northeast chimney begun
1988	May 9	dismantling of the upper 2/3 of the northeast chimney completed
1988	July 20	replacing of the "shake" roof completed

1989	January	begin historic data research for historic structures report for building 33 as part of Pkg. 116; report prepared by Perry Fisher and completed September 1989

BUILDING: Unnamed
HAFE #: 33A
LCS #: None
TREATMENT: Preservation [Planned: Preservation/Rehabilitation]
HISTORY:

1976	August 1	side wall in danger of collapsing requiring emergency stabilization including steel channels and wood bracing
1988	April 18	replacing of rotten wood protruding from the east wall begun
1988	April 19	replacing of second floor west wall rotten south window seal begun
1988	April 20	replacing of second floor west wall rotten north window seal and frame begun
1988	April 21	replacing of second floor west wall south window seal completed
1988	April 22	replacing of second floor west wall north window seal and frame completed
1988	April 25	replacing of wood in east wall completed

BUILDING: Recruiting Office (formerly known as Samuel Annin House)
HAFE #: 34
LCS #: 00557
TREATMENT: Preservation (Planned Restoration/Rehabilitation)
HISTORY:

1952	December 16	deeded from William Doran and Mary Elizabeth Doran to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "relatively good" with flood damaged lower floors; stone addition to original building
1956	August	removed second floor rear porch
1956	August 5	proposal to partially rehabilitate the exterior, including work done on No. 35
1956	November 15	removal of balcony begun
1956	November 16	balcony rebuilding begun
1956	November 21	balcony rebuilding completed, except for the facia trim
1957	January 31	repaired shutters
1957	March 1	replacement of rotted joists begun
1957	March 6	replacement of rotted joists completed
1957	August 1	work order issued in response to August 1956 proposal, consisting of the following work: framing, repairing, and placing temporary covering on the roof, and feature work (doors, windows, etc.)
1957	August 1	exterior rehabilitation, including the installation of a drainage system, begun
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 34: "demolish and to rebuild one-story kitchen"
1959	December 31	exterior rehabilitation completed, including work on No. 35
1963	December 3	replacing roll roofing with wood shingles begun Maryland including work done on Nos. 32, 33, 35, 38, and 48
1964	June 17	roof work completed
1976		painted interior and exterior
1977	September	condition: fair
1980	June 13	replacing of the gutters and downspouts completed including similar work done on Nos. 33, 56, 57, 58, 59, 61, 69, and 75
1980	September 24	issued job order to repair door frame and remount door
1980	September 24	replaced broken glass window in the wall separating the front room and the back room
1980	November 3	repairing of door frame and remounting of door completed
1980	December 12	issued job order to remove all unused greens from behind building

1980	December 16	removal of brush from behind building completed
1982	May 6	issued job order to prepare provost office, consisting of the following work: hinging and mounting swinging doorway, mounting reproduction manicule rack on back wall, mounting gun rack on side wall, and mounting "board coverings" over inside of windows in back room
1982	May 26	preparation of provost office completed
1984	May 24	reinstalled air conditioner in office between Buildings 34 and 35
1984	July 3	painted lettering on wall
1985	May	painted exterior
1985	December 11	removal of first floor floor boards, damaged by the flood, begun
1985	December 13	removal of first floor floor boards completed
1986	March 5	replastering sections of damaged walls begun
1986	March 7	restoration of front room fireplace begun, with hearth removed
1986	March 8	constructed new hearth
1986	March 10	restoration of front room fireplace completed
1986	March 14	replastering of the front room completed, whitecoating of front room walls begun
1986	March 18	whitecoating of front room walls completed
1986	March 24	replastering of the back room completed
1986	April 19	painted exterior first floor level
1986	May 27	placing of the new floor on the first floor begun
1986	May 30	placed drainage hole through south wall north room stone wall foundation
1986	June 4	placing of the new floor on the first floor completed
1986	June 11	returning of Provost Office begun
1986	June 12	returning of Provost Office completed
1986	June 12	repairing and replacing of the rear wall of the storage room between No. 34 and No. 35 begun
1986	June 19	repairing and replacing of the rear wall of the storage room between NO. 34 and No. 35 completed
1986	July 28	painting of the exterior begun
1986	August 7	installed new step in front of north stairwell entrance between No. 34 and No. 35
1986	August 8	painting of the exterior completed
1989	January	begin research for historic data section for historic structures report (Pkg. 116); report completed September 1989.

BUILDING: Tower Building
HAFE #: 34A
LCS #: 00562
TREATMENT: Preservation (Planned Preservation)
HISTORY:

1952	December 16	deeded from William Doran and Mary Elizabeth Doran to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "relatively good"
1977	September	condition: fair; "gunpowder storage"
1989	November 29-December 15	Archeological excavations on interior of building
1989	December 11	Powder magazine (placed in this building in spring, 1977) removed from first floor; magazine a self-contained unit never holding more than 15 pounds of FFFg powder; all powder used for small-arms demonstrations; no accidents ever occurred

BUILDING: General Store (formerly known as Samuel Annin House)
HAFE #: 35
LCS #: 00557
TREATMENT: Preservation (Planned Restoration/Rehabilitation)
HISTORY:

1952	December 16	deeded from William Doran and Mary Elizabeth Doran to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "relatively good" but flood damaged and neglected; stone addition to original building
1956	August 5	proposal to partially rehabilitate exterior including similar work done on No. 34
1956	November 15	removal of balcony begun
1956	November 16	rebuilding of balcony begun
1956	November 21	rebuilding of balcony completed
1957	January 31	repaired shutters
1957	August 1	work order issued in response to August 1956 proposal, consisting of the following work: framing, repairing, and placing a temporary covering on the roof, and feature work (windows, doors, etc.)
1957	August 1	exterior rehabilitation, including the installation of a drainage system, begun
1959	March	excavation reveals old sidewalk and oldest foundation for "old kitchen"
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 35: "remove third story and large back porch; restore exterior"
1959	December 31	exterior restoration completed including the work on No. 34
1963	December 3	replacing of roll roofing with wood shingles begun including similar work on Nos. 32, 33, 34, 38, and 48
1964	June 17	roof work completed
1974	October 21	issued Job Order to build door and remove plywood from office window
1974	December 31	building of door and removal of plywood from window completed
1976		painted exterior
1977		painted interior
1977	September	condition: fair
1980	July 31	issued job order to shore up box windows
1980	August 19	shoring up of box windows completed
1980	December 12	issued job order to remove all unused greens from behind building
1980	December 16	removal of brush from behind building completed
1982	August 23	issued job order to fix leak in rear room and replaster
1982	September	fixing of leak and replastering completed
1984	May 24	reinstalled air conditioner in the office between Buildings 34 and 35
1985	May	painted exterior
1985	December 11	removal of first floor floor boards, damaged by the flood, begun
1985	December 13	removal of first floor floor boards completed
1986	January 22	cut concrete basement floor and excavated a hole for the installation of a sump pump
1986	January 28	installation of a sump pump completed
1986	March 14	replastering of damaged wall sections begun
1986	March 18	restoration of front room fireplace begun
1986	March 19	restoration of front room fireplace completed
1986	March 21	replastering of front and back room walls completed
1986	April 19	painted exterior first floor level
1986	May 27	placing of the new floor on the first floor begun
1986	June 6	repairing and re-installation of northeast store window begun
1986	June 7	placing of the new floor on the first floor completed
1986	June 9	repaired and re-installed northwest store window
1986	June 10	repairing and re-installation of northeast store window completed
1986	June 10	painting of north store windows begun
1986	June 10	installation of baseboard in the south room begun
1986	June 11	painting of north store windows completed
1986	June 11	installation of baseboard in the south room completed
1986	June 12	repairing and replacing of the rear wall of the storage room between No. 34 and No. 35 begun

1986	June 19	repairing and replacing of the rear wall of the storage room between No. 34 and No. 35 completed
1986	July 28	painting of the exterior begun
1986	August 7	installed new step in front of north stairwell entrance between No. 34 and No. 35
1986	August 8	painting of the exterior completed
1989	January	begin research for historic data section, historic structures report (Pkg. 116); report completed September 1989.

BUILDING: Master Armorer's House (formerly known as the Daingerfield House, the Paymaster's House, and the Paymaster's Office)
HAFE #: 36
LCS #: 00550
TREATMENT: Restoration/Rehabilitation (adaptive re-use)
HISTORY:

1952	November 29	deeded from Josephine DeLauder and John DeLauder to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	January 17	proposal to install heating system
1955	September	condition: good as it was recently rehabilitated
1956	July 16	rehabilitation begun consisting of the following work: installing a heating system (oil-fired circulating hot water and forced hot-air heating system), repairing the roof, rehabiitating the rear porch, glazing, and painting
1956	August	removed old porch
1956	August 5	proposal to partially rehabilitate the exterior
1956	October 22	refitted interior doors
1956	October 23	roof work begun
1957	July 31	proposal for a rear two story porch replacement
1957	August 1	work order issued in response to 1956 proposal, which consisted of the following work: reroofing, raking and repointing masonry, replacing the gutters and downspouts, and exterior painting
1957	August 1	exterior rehabilitation, including drainage system, begun
1958	November 1	installation of a heating system completed consisting of an oil-fired hot water boiler, two air chambers with heating coils, ducts, grilles, dampers, fans, connectors, and mineral wool insulation
1958	November 1	rehabilitation completed
1959		No. 35 was used as the Visitor Center
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 36: "restore exterior, interior to be used as branch museum relating the Armory Story"
1959	December 31	exterior rehabilitation completed
1963	June 3	proposal to restore and rehabilitate by installing exhibits
1963	September 6	roof work begun for the section of the building with tin roofing
1963	October 10	roof work begun for the section of the building with slate roofing consisting of the replacing of the gutters and downspouts and installing snow boards on the front and the back of the main roof including similar work done on No. 11A and No. 12
1963	October 17	tin roof work completed
1963	December 10	slate roof work completed
1964	November	dug in backyard for underground telephone and electric wiring
1965	July 15	restoration project begun consisting of the following work: reconstructing the rear porch, repairing and repointing masonry, restoring the first floor to its proper historical setting, and installing exhibit lights in three rooms; Superintendent Conway's Memorandum states that the work was completed in June 1965, while the 1969 Completion Report states that the first stage of the work was not even begun until July 15, 1965
1965	July 15	demolition, excavation of concrete, termite protection, repairing of the masonry, and painting, finish, and glazing begun
1965	August	demolition completed and excavation of concrete completed
1965	September	removed back porch
1965	September	carpentry work, millwork, insulation work, and repairing the masonry begun
1965	November	lathing and plastering, sheet metal and roof work, plumbing, and electrical work begun

1965	December	insulation work completed and lathing and plastering completed
1966	January, February, and/or March	repairing the masonry completed and electrical work completed
1966	April 19	carpentry work and millwork completed sheet metal and roof work completed painting, finish, and glazing completed and electrical work completed
1966	April 19	all the initial work was completed although there was some dissatisfaction and the project never officially ended until 1969
1968	October	installation of additional exhibit lighting
1969	May 25	released Completion Report of restoration project
1976		painted interior and exterior
1977	September	condition: excellent
1980	February 15	issued job order to paint and repair, consisting of the following work: fixing and painting the rotting exterior woodwork, plastering interior walls, cleaning carpet, and painting interior walls, trim, and information desk; completed at an unspecified date
1980	May 19	issued job order to make the two windows in the information desk area
1980	August 15	making of two information desk area windows operable completed
1980	December 12	issued job order to remove all unused greens from behind building
1980	December 16	removal of brush from behind building completed
1981	July 28	report that the hearth is sinking, causing possible injuries to visitors and that it should be repaired
1981	October 26	installation of 41 storm windows begun
1982	March 18	installation of storm windows completed including similar work done on Nos. 1B, 8, 9, 10, 11, 11A, 12, 12A, 55, 57, and 58
1982	July 28	painted surrounding wood of front entrance in preparation of Storer College Exhibit dedication
1984	June 25	installed chandelier in second floor quarters
1984	July 31	issued job order to "rejuvenate"
1984	October	"rejuvenation" completed
1986	January 22	cut concrete basement floor and excavated hole for the installation of a sump pump
1986	January 28	installation of a sump pump completed
1986	March 1	repainting of walls begun
1986	March 24	removal of paint on front door and associated adjoining features begun
1986	March 25	removed paint chips from the south wall, west end, and back room
1986	March 31	replacing of the southwest basement entrance door frame and door begun
1986	March 31	replacing of the front entrance feature above the door begun
1986	March 31	removal of paint on front door and associated adjoining features completed
1986	April 3	replacing of the front entrance feature above the door completed
1986	April 4	painted front entrance feature above the door
1986	April 7	replastering of lower sections of interior of outer walls begun
986	April 7	replacing of the west basement entrance door begun
1986	April 8	replacing of the southwest basement entrance door frame and door completed
1986	April 9	replacing of the west basement entrance door completed
1986	April 14	replastering of lower sections of interior of outer walls completed
1986	April 17	repainting of walls completed
1986	July 21	painting of the exterior begun
1986	August 12	painting of the exterior completed
1987	February 2	repainting of the first floor begun
1987	March 20	repainting of the first floor completed
1987	March 23	stripping of the northwest room floor begun
1987	March 25	stripping of the northwest room floor completed
1987	March 26	staining of the northwest room floor begun
1987	April 3	staining of the northwest room floor completed
1987	April 6	painted interior of northwest room fireplace
1987	April 7	painted brick in front of northwest room fireplace
1987	May	new parlor exhibit installed, northwest room, 1st floor
1987	May	new armory exhibit installed, 1st floor
1987	May 15	installation of step and barricade at rear interior entrance begun
1987	June 5	installation of step and barricade at rear interior entrance completed

1987	August 20	painting of the second floor kitchen, bathrooms, shower room, and hallway/stairwell begun
1987	September 10	painting of the second floor kitchen, bathrooms, shower room, and hallway/stairwell completed
1989	January	research begins for historic data section, historic structures report (Pkg. 116); report completed September 1989
1989	September 8-9	NPS staff living in 2nd floor quarters move out
1989	September 18	begin repairing plaster walls and ceilings of main house on 2nd floor; repainting also begins; repair includes all areas with exception of back extension of bldg. (kitchen, bathroom area)
1989	September 18	archeology begins in backyard south of house; two units opened initially, with hopes of discovering evidence of Civil War shanty restaurants bordering W & P railroad
1989	October	park natural resources management specialist Bill Hebb moves into quarters

BUILDING: John T. Rieley Building
HAFE #: 37
LCS #: 00554
TREATMENT: Preservation/Rehabilitation (adaptive re-use)
HISTORY:

1952	November 29	deeded from C.W. Demory to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: good as it was recently rehabilitated
1956	July 16	conversion to woodworking shop begun
1957	November 30	conversion to woodworking shop completed
1959		at this time, it was used as a maintenance shop
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 37: "reduce to original size, remaining approximately seven feet in depth; restore exterior"
1974	September	dedicated apothecary shop
1976		painted interior
1977		painted exterior
1977	September	condition: good
1978	February 8	creation of Package 115 to rehabilitate Nos. 3, 37, 38, 40, and 43 to prevent further deteoration that might endanger the visitors
1981	June 17	due to lack of funds Package 115 could not be proposed until this time
1985	June 17	construction of picket fence in rear begun and completed
1985	June 18	painting of picket fence begun
1985	June 20	painting of picket fence completed

BUILDING: Tearney Building (formerly known as Grubb Store)
HAFE #: 38
LCS #: 00608
TREATMENT: Preservation (with new porch and walkway)
HISTORY:

1953	March 13	deeded from James Karl Grubb and Agnes Elizabeth Grubb to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "relatively good" but flood damaged and neglected
1956	November 6	installed panelboards and conduits for power equipment
1956	November 15	installed electric meter
1959		at this time, it was being used as a carpenter shop
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 38: "restore exterior, interior to be restored as two shops"
1961	February 8	tin roof of shed behind building collapsed from heavy snowfall
1961	October	reconstructing corner of building
1963	December 3	roof work begun including similar work to Nos. 32, 33, 34, 35, and 48, consisting of the following work on No. 38: replacing roll roofing with wood shingles, replacing gutters and

		downspouts, and installing snow boards on the front and the back of the building
1963	March	reconstructing building
1964	June 17	roof work completed
1968	November 19	installation of a heating element in the storage room begun
1969	March 10	installation of a heating element completed
1976	August 1	exterior north brick wall in danger of collapsing requiring emergency stabilization including the following work: installation of steel channels, installation of tie rods and turn buckles, lead coated copper flashing, restoration of masonry
1977		painted exterior
1977	September	condition: fair
1978		archeological excavations uncovered foundation walls, including brick and stone walls which formed central alley
1978		removed concrete porch
1978		removed concrete floor
1978		removed wood paneling and some remaining plastering on ceiling
1978		removed interior partitions
1978	February 8	creation of Package 115 to rehabilitate Nos. 3, 37, 38, 40, and 43 to prevent further deteoration and protect visitors
1985	June 17	construction of picket fence in rear begun and completed
1985	June 18	painting of picket fence begun
1985	June 20	painting of picket fence completed
1986	April 26	painted exterior first floor level
1986	August 13	painting of the exterior begun
1986	August 15	painting of the exterior completed
1988	February 22	cut trees and brush in rear
1988	March 17	drilling of vertical shafts into bedrock for foundation for northeast wall vertical column supports begun
1988	March 24	drilling of vertical shafts into bedrock completed
1989	August 21	safety fence constructed from alcove to sidewalk around Bldgs. 38-40. First step of restoration project begins
1989	September 25	begin demolition within interior (removal of wires, pipe, insulation, and other modern material); start repointing brick wall on east side and stone wall on west side
1989	September 27	remove wooden support frame on exterior east wall
1989	October 5	repointing of brick wall on east side completed
1989	October 16	begin removal of asbestos roof; completed 10/27
1989	October 30	begin placing new shingle roof on building; completed 11/10

BUILDING: Transformer Building and Utility Building (formerly known Tearney Building)
HAFE #: 39
LCS #: 00609
TREATMENT: Rehabilitation
HISTORY:

1953	March 13	deeded from James Karl Grubb and Agnes Elizabeth Grubb to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: ruined shell
1956	October 8	stabilized tops of wall ruins
1964	February 24	proposal to rehabilitate and reconstruct to supply house transformers consisting of the following work: reconstructing and rehabilitating the existing stone ruin and enlarging it by five feet in depth for the transofrmers, meters and switch gear, which would make up the underground electrical distribution system; roof work consisting of the following: installing new rafters, plates, collar beams, sheathing, wood shingles, gutters, and downspouts; in addition, waterproofing the walls, painting, interior framing and structural support
1969	March	heating system completed including similar work done on No. 38 and No. 40
1977		painted exterior

1977	September	condition: good
1986	April 26	painted exterior first floor level
1988	February 22	cut trees and brush in the rear

BUILDING: William Richards Building
HAFE #: 40
LCS #: 00553
TREATMENT: Preservation/Rehabilitation (adaptive re-use)
HISTORY:

1952	November 25	deeded from Briscoe E. Smith to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1954		removed iron balcony as result of storm damage
1955	September	condition: "relatively good" but flood damaged and neglected
1956	July 16	repairing of the roof and front of the building begun
1956	August	stabilizing building, including removing back porch
1956	August 5	proposal to partially rehabilitate the exterior
1956	October 22	repaired shutters
1956	October 25	painted rear shutters
1956		exterior trim painted by National Park Service
1957		installed sash for third floor window of southwest elevation after window uncovered
1957	August 1	work order issued in response to August 1956 proposal, which consisted of the following work: framing, repairing, and placing a temporary covering on the roof, and feature work (windows, doors, etc.)
1957	August 1	exterior rehabilitation, including the installation of a drainage system begun
1957	November 30	repairing of the roof and the front of the building completed
1959		at this time, it was only being used for summer offices
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 40: "restore exterior, interior to be restored as shop"
1959	December 31	exterior rehabilitation completed
1960		concrete floor installed by National Park Service
1963	June 13	proposal to restore the exterior walls and roof lines and remove a floor that had been added to the original structure including work done on Nos. 8, 9, 11, 12, and 16
1963	November 22	proposal to restore exterior walls, windows, and doorways, removing the added windows, doors, and floor work including similar work done on Nos. 11, 12, and 16
1968	November 19	installation of a heating plant with heat convectors with a heat zoning system on the second floor and a boiler with partition on the first floor begun
1969	March 10	installation of heating plant with heat convectors completed and heat zoning system completed
1976		painted interior
1977		painted exterior
1977	September	condition: good
1978		discontinued use of boiler for health and financial reasons
1978	February 8	creation of Package 115 which would rehabilitate Nos. 3, 37, 38, 40, and 43 to prevent further deteoration that was endangering visitors
1979		ten feet wide front brick wall installed by NPS
1981	May 15	issued job order to clear overgrowth in rear of building
1981	August 13	clearing of overgrowth behind building completed
1982- 1983	(winter)	installed electric ceiling mounted space heaters to replace boiler
1983	May	tore down stone wall between Buildings 40 and 43 from top to bottom and stored stone near 340 Bridge along service road
1983	July	painted and plastered second and third floors; activated heat system; cleaned floors and walls; removed desks, furniture, and supplies; and installed fuel oil tank and sink
1984	March	excavated a rock face behind No. 40 and constructed a foot bridge from the rock mass to an entrance into the building
1986	April 26	painted exterior first floor level

1986	August 13	painting of the exterior begun
1986	August 14	painting of the exterior completed
1988	February 22	cut trees and brush in rear
1989	August 21	safety fence constructed from alcove to sidewalk in front of Bldgs. 38-40. This first step in restoration process
1989	August 28	begin demolition of modern materials within interior
1989	September 25	begin repointing stone on west wall
1989	October 16	remove brick in face of 2nd floor, south wall, for placement of porch supports
1989	November 29	begin removing concrete floor, 1st floor
1989	Dec. 19	begin archeological excavation on interior, 1st floor

BUILDING: Kaplon Building (also known as Department Store)
HAFE #: 41
LCS #: None
HISTORY:

1952	September 6	deeded from Abram Kaplon and Bessie Kaplon to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: good but flood damaged and neglected; floor joists excellent but floors removed
1956	December 3	removal of first story flooring begun
1956	December 10	removal of roof begun
1957	January 3	removal of roof completed
1957	January 10	top story completely demolished
1957	February 14	front sidewalk removed
1957	February 18	demolition completed at a cost of $2,400; of the portions salvaged, the columns were used in the rebuilding of the porch of 1B, and joists were used in reroofing Nos. 1B, 1C, 9, and 44

BUILDING: Shed
HAFE #: 42
LCS #: None
HISTORY:

1952	September 6	deeded from Abram Kaplon and Bessie Kaplon to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "unsafe, should be removed"
		demolished

BUILDING: McCabe-Marmion Building (formerly known as Watt and Frey Stores)

NOTE: Before party wall collapsed in 1960, building was divided into two sections. As one faces it, the one on the right was referred to as 43A and the one on the left was 43B. In later years, the repaired cooling tower in the rear, which was once in ruins, became known as 43A. For clarification, in this study, 43A is the cooling tower. Comments on 43B still refer to the left section of Building 43.

HAFE #: 43
LCS #: 00552
TREATMENT: (Planned Preservation/Rehabilitation)
HISTORY:

1952	December 8	deeded from William V. Marmion and Mary Hyde Marmion to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States

1955	September	condition: "ruined, walls standing but roof and interior floors collapsed;" ruined brick annex in rear (Building 43A) and burned out adjacent building
1956	Summer	removed and stored "as much of the interior trim as possible" in Building 34 under the direction of Professor Henry Edwards; removed trim includes: four mantels, baseboard, door/window interior trim, a window sill with apron, stair newel posts, stair banister, and a stair rail
1956	August 5	proposal to partially rehabilitate the exterior
1956	November 19	removing of center wall gable begun
1956	November 30	removing of center wall gable completed
1956	December 4	capping walls with cement wash completed
1957	January 23	removal of trim from No. 43B begun
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 43: "presently a ruin; to be stabilized"
1960	March 29	party wall collapsed, destroying part of the rear wall and causing a large bulge in the front wall; Shenandoah Street had to be blocked off; in an attempt to correct the problem by removing a portion of the front wall, the entire front wall collapsed, evidence the masonry had been ruptured where the front and end walls met; northeast wall was temporarily shored up with wood and a stay cable
1960	August	proposal to stabilize the building consisting of the following work: repairing and reconstructing the front and back walls, and rebuilding the roof
1961	March 6	repairing and rebuilding of the front and rear walls begun; in this, steel angles were substituted for wood lintels; steel reinforcing bars were placed in stonework to provide stability for exterior walls due to lack of interior support
1961	May 22	repairing and rebuilding of the front and rear walls completed
1963		installed all new window frames, sash, door, and door frames
1963	October 10	roll roofing work begun consisting of the following work: replacing the roll roofing with slate, and replacing the gutters and downspouts
1963	December 10	roof work completed including similiar work done on No. 5 and No. 7
1971		restored windows and doors, including repair of stonework around openings, installation of window frames and sash, and installation of door frames and doors
1975		park maintenance carpenters reconstructed east wall three-story porch
1977		painted exterior
1977	September	condition: fair
1978	February 8	creation of Package 115 to rehabilitate Nos. 3, 37, 38, 40, and 43, through stabilization and restoration, to prevent further deterioration which was endangering visitors
1981	March 31	issued job order to finish placing wire mesh over building openings and to remove excess building materials from in front of visitor area
1981	June 26	placing of wire mesh over openings and removal of excess building materials completed
1983	May	tore down stone wall between Buildings 40 and 43 from top to bottom and stored stone near 340 Bridge along service road
1983	September 8	issued job order to level interior visitor entrance with river sand (formerly done on annual basis, but not since 1980)
1983	September 21	leveling of interior visitor entrance completed
1985	May	painted exterior
1985	November 20	installation of visitor area wooden platform begun
1985	November 27	installation of visitor area wooden platform completed
1986	April 26	painted exterior first floor level
1986	August 11	painting of the exterior begun
1986	August 13	painting of the exterior completed
1988	February 22	cut trees and brush in rear

BUILDING: Cooling Tower

NOTE: Before party wall of Building 43 collapsed in 1960, it was divided into two sections. As one faces it, the right section was referred to as 43A and the left was 43B. In later years, the repaired cooling tower, which was once in ruins, became Building 43A. For clarification, in this study, 43A is the cooling tower. Comments on 43B still refer to the left section of Building 43.

HAFE #: 43A
LCS #: None
TREATMENT: Reconstruction
HISTORY:

1955	September	condition: ruined brick annex
1956		structure to beginning to collapse along with left rear wall of Building 43
1977		painted exterior
1977	September	condition: fair; "maintenance"

BUILDING: Philip Coons Building (formerly known as Masonic Temple, Williams Richards Building, Store, and Lodge Hall)
HAFE #: 44
LCS #: 00551
TREATMENT: Preservation/Rehabilitation (adaptive re-use)
HISTORY:

1952	November 24	deeded from Oliver V. Haefer and others to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "relatively good" but flood damaged and neglected
1956		renewed treads and risers of stairway between Buildings 44 and 45 for the protection of park visitors
1956	July 16	shoring and reroofing from the plate up begun
1956	August	repairing balcony
1956	August 5	proposal to partially rehabilitate the exterior
1956	September 4	removed slate and sheathing from roof
1956	September 5	placed tin corrugated sheets on the roof for protection
1956	September 6	removed plaster from the attic
1956	September 10	removed slate from front roof slope
1956	September 10	braced exterior stairs from beneath
1956	September 10	relayed loose brick eaves in rear
1956	September 12	removed eliptical plaster ceiling to repair the rafters and trusses
1956	September 13	repairs to rafters and trusses begun
1956	September 18	repairs to rafters and trusses completed
1956	September 19	chimney work completed
1956	September 19	laying of sheathing and roll roofing begun
1956	September 21	laying of sheathing and roll roofing completed
1956	September 24	installation of gutters and downspouts begun
1956	September 25	work on gable window louvers begun
1956	October 22	placed screens behind gable louvers
1957	August 1	work order issued in response to August 1956 proposal, consisting of the following work: framing, repairing, and placing a temporary covering on the roof, and feature work (windows, doors, etc.)
1957	August 1	exterior rehabilitation, including the installation of a drainage system, begun
1957	November 30	shoring and reroofing completed
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 44: "restore exterior; interior to be restored as two shops;" scheduled for restoration in the 1961 fiscal year
1959	December 31	exterior rehabilitation completed
1960	September	proposal to stabilize the building consisting of the following work: repairing and rebuilding the stone masonry lintels over the window and door openings in the north and south walls, tying the east end front wall to the gable wall of No. 43, tying the first floor brick party to the north and south walls with steel rods, and removing the south wall bulge
1961	January	proposal to stabilize the walls and restore the exterior and interior consisting of the following work: stabilizing the stone masonry, the interior, the exterior, and its features, plastering over the interior wood frame, repairing the framing, installing historically accurate roofing, repairing the wood trim and floors, painting, and adding electricity, heating, and plumbing

1961	July 9	stabilization of masonry walls begun
1961	August 16	stabilization of masonry walls completed
1963		work scheduled in this fiscal year for No. 44 and No. 45, which included installing restrooms in No. 44
1963	July 23	restoration work on basic structure, including the installation of restrooms, begun
1963	July 23	installation of plumbing, heating, and air conditioning begun
1963	August 9	replacing of roll roofing and sheet metal with slate roof, and the replacing of the gutters and downspouts begun
1963	December 19	roof work completed
1964	January 3	lathing and plastering begun
1964	June 19	restoration work on basic structure completed
1964	June 19	installation of plumbing, heating, and air conditioning completed including similar work done on No. 45
1964	June 19	lathing and plastering completed including similar work done on No. 45
1964	June 30	entire restoration project of No. 44 and No. 45
1976		painted interior
1977		painted exterior
1977	September	condition: good
1984	April	replacement of old terazzo floors with new ones in the hallway and restrooms begun
1984	June	replacement of old terazzo floors with new ones in the hallway and restrooms completed
1985	May	painted exterior
1986	August 5	painting of the exterior begun
1986	August 7	painting of the exterior completed
1988	February 22	cut trees and brush in rear

BUILDING: Stagecoach Inn
HAFE #: 45
LCS #: 00556
TREATMENT: Restoration/Rehabilitation (adaptive re-use)
HISTORY:

1952	December 31	deeded from Louise C. Walsh and others to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "relatively good" but flood damaged and neglected
1956		removed first floor flooring and joists because they had rotted and were insect infested
1956	July 16	repairing of the roof and reglazing of the sash begun
1956	August 5	proposal to partially rehabilitate the exterior
1956	October 3	removed wood porch in rear and wood stairs along the privy
1957	August 1	work order issued in response to August 1956 proposal, consisting of the following work: framing, repairing, and placing a temporary covering on the roof, and feature work (windows, doors, etc.)
1957	August 1	exterior rehabilitation, including the installation of a drainage system
1957	November 30	roof work completed
1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 45: "restore exterior; interior to be rehabilitated and used as visitor center;" it was scheduled for restoration in the 1961 fiscal year
1959	May	proposal to rehabilitate the interior and the exterior, connect utilities, and use as a visitor center consisting of the following work: repairing and repointing the masonry, framing and sheathing the roof, laying thirty-five squares of roofing, millwork-windows, doors, and cornices, reconstructing the two-story front porch, reconstructing the rear porch as a fire exit, removing the first-story flooring and replacing it with concrete with flagging, framing the second and third floors, millwork-trim and stairs, framing interior partition, plastering on 1,235 square yards of metal lath, installing comfort station facilities, installing and distributing electricity, installing a heating system, constructing exhibits, installing museum exhibits, and providing furniture and equipment

1959	December 31	exterior rehabiitation completed
1960	September 1	some restoration and rehabilitation begun
1961	October 4	after an EODC investigation, they made the following suggestions on the restoration of No. 45: the left entrance should be an information area with the remainder used for exhibits and the first and second floors should be heated while the third be used for storage
1962		lifted joists back into original position after they had temporary shoring placed under key points when NPS took over building
1962	February 28	recommendation of the superintendent that No. 45 be heated
1962	April 2	repairing of dormers begun
1963	April 5	proposal to connect No. 45 with electricity
1963	May	plastering and lathing begun
1963	July 23	restoration work on the basic structure begun
1963	July 23	installation of plumbing, heating, and air conditioning begun
1963	August 6	roof work begun
1963	December 19	all roof work completed
1964	January 3	lathing and plastering begun
1964	June 19	restoration work on the basic structure completed
1964	June 19	installation of plumbing, heating, and air conditioning completed including similar work done on No. 44
1964	June 19	lathing and plastering completed including similar work done on No. 44
1964	June 30	entire restoration project of No. 44 and No. 45 completed at
1976		painted interior
1977		painted exterior
1977	March 7	replacing of stripes on auditorium steps completed
1977	September	condition: excellent
1977	December 1	job order for work on stairway leading from second floor to "natural" stairway on the rock face in rear of building
1978	April 19	estimate for repair of the porch
1979	May 20	fire damages third floor and roof with water damage on first and second floors, caused by electrical box on third floor
1982	June 4	installed 1/2 inch plywood in the auditorium north wall on first floor prior to painting
1982	July 6	lathing and plastering begun
1982	August 10	lathing and plastering completed for all buildings involved
1983	January 7	work in Room 5 of the second floor completed, consisting of the following: removal of water, draining pyres protruding through the wall, plastering, and painting
1983	January 11	issued job order to install and paint frame and hollow core door at rear of first floor
1983	March 7	installation and painting of frame and hollow core door completed
1984	February 23	upgrading of electrical outlets completed
1985	May	painted exterior
1985	August	replaced door or repaired lock on the door to back room
1985	September 16	construction of rear porch begun
1985	November 1	construction of rear porch completed
1986	March 31	reparging of damaged sections of south wall begun
1986	April 2	reparging of damaged sections of south wall completed
1986	April 3	application of whitecoat to south wall begun
1986	April 7	application of whitecoat to south wall completed
1986	April 19	painted exterior first floor level
1986	August 4	painting of the exterior begun
1986	August 6	painting of the exterior completed
1988	February 22	cut trees and brush in rear
1990	January 8	begin work to place new bookstore in west room of bldg. work involves dismantling theater in west side of bldg; demolition of projection booth in southwest corner of bldg., and demolition of walls covering two windows on south side.
1990	Feb. 2	decision made by Supt. and staff to remove wall partition between west room and middle room; removal will open up bookstore to information center room; wall removal begins on February 2 and completed on February 5

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BUILDING: Outhouse (also known as Stagecoach Inn Privy)
HAFE #: 45A
LCS #: 00560
TREATMENT: Preservation
HISTORY:

1952	December 31	deeded from Louise C. Walsh and others to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1976		painted exterior
1977	September	condition: fair

BUILDING: Garage
HAFE #: 45B
LCS #: None
TREATMENT: Rehabilitation (adaptive re-use) of foundations only
HISTORY:

1956		sometime after 46 was demolished in this year, 45B was erected on the remaining foundation
1975		painted exterior
1977	September	condition: good; "boat"

BUILDING: Stone and frame house
HAFE #: 46
LCS #: None
HISTORY:

1953	January 7	deeded from Reverend Peter L. Ireton to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: dilapidated
1956		demolished; photos show Building 46 "just prior to demolition," which makes it apparent that after its destruction, Building 45B was constructed on its foundation

BUILDING: Catholic School (formerly known as Theatre)
HAFE #: 47
LCS #: None
HISTORY:

1953	January 7	deeded from Reverend Peter L. Ireton to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "relatively good"
1957	September 1	demolished at a cost of $2,000

BUILDING: Armorer's Dwelling
HAFE #: 48
LCS #: 00587
TREATMENT: Restoration/Rehabilitation
HISTORY:

1953	January 7	deeded from Raymond W. Murphy and Jessie P. Murphy to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: flood damaged and deteriorated from neglect
1956	December 17	removed south side and west side porches

1959	May 7	after a HABS survey, the Individual Building Report made the following suggestions on No. 48: "restore exterior; interior to be usd as Period Home"
1963	December 3	roof work begun including similar work done on Nos. 32, 33, 34, 35, and 38, consisting of the following work on No. 48: replacing roll roofing with wood shingles, replacing gutters and downspouts, and installing snow boards on the front of the building
1964	June 17	roof work completed
1967	December 1	exterior restoration and rehabiitation begun, consisting of the following work: repairing and replacing all exterior window frames, glass, sash, doors and door houses, and stabilizing masonry walls and chimneys
1968	April 16	exterior restoration and rehabilitation begun, consisting of the following work: repairing of exterior walls and chimneys; repointing, pargeting, and painting originally white-washed areas with cement paint; reconstructing and installing window frames, sashes, door frames, doors, and other interior woodwork; painting all exterior woodwork with two coats of paint; removing all termite-damaged wodwork on the first and second floor interior, including joists, flooring, partitions, etc.; tagging and storing mantels and parts of baseboards and chair rails on the third floor; installing new joists on the first and second floors; placing four-inch reinforced concrete slab with necessary drains under the first floor; constructing new set of stairs to the second floor; treating for termites under contract with Orkin; and repairing flag stone floor and steps of the front porch
1968	June 30	exterior restoration and rehabilitation completed
1976		painted exterior
1977		painted interior
1977	September	condition: good
1979	December 3	installation of the sewer line completed
1982	July 3	repairing of cement in rear completed
1982	July 9	plastering begun
1982	August 10	plastering completed for all buildings involved
1986	April 29	repaired rotted floor joists and wall
1986	May 15	installation of a new air vent in the northwest corner of the west wall begun
1986	May 15	repointing of north room west wall brick fireplace begun
1986	May 16	installation of a new air vent in the northwest corner of the west wall completed
1986	May 16	installation of a new drainage pipe under the floor begun
1986	May 16	covered draining pipe running parallel to west wall with stone
1986	May 16	adding top soil to area paralelling west wall and sloping it for better drainage begun
1986	May 17	repointing of north room west wall brick fireplace completed
1986	May 17	installation of a new drainage pipe under the floor completed
1986	May 17	adding top soil to area parallelling west wall and sloping completed
1986	July 21	installation of a new first floor west wall begun
1986	August 1	installation of a new first floor west wall completed

BUILDING: St. John's Protestant Episcopal Church Ruins
HAFE #: 48A
LCS #: 00592
HISTORY:

1953	June 24	deeded from Kathryn A. Fulkerson to State of West Virginia
1953	December 9	deeded from State of West Virginia to United States
1955	September	condition: "ruined"
1961	July 19	stabilization begun
1961	July 28	stabilization completed at a cost of $6,392.97
1977	September	condition: good
1985	August 30	supported south wall middle lintel with a "new" rock

BUILDING: John Brown's Fort
HAFE #: 63
LCS #: 00607
TREATMENT: Reconstruction which has received Preservation treatment
HISTORY:

No Date		NPS installed panes in side lights of guardroom entrance; NPS restored semicircular window sash
1963	April 9	proposal to relocate No. 63 to its original site, pending acquisition of the land from the B&O Railroad; it would be moved with the foundation, exhibits, and furnishings
1967	October 6	sent out construction contract for moving building from Storer College to present location and building a new rubble foundation
1968	February 19	casework doors removed by NPS and put in storage
1968	February 20	excavation of arsenal lot begun and completed
1968	March 7	moved to its present location
1972		rehabilitated
1972	December	removed flooring and joists in the large room; planned to place crushed rock on the floor
1973		replaced old slate roofing with new roof, flashings, gutters, and downspouts
1973		walls repointed by National Park Service
1977	January	restoration begun, consisting of rehabilitation and rebuilding a cupola
1977	May	restoration completed
1977		painted exterior
1977	September	condition: excellent
1980	June 29	issued job order to repair the flooring consisting of the following work: removing brick, smoothing sand floor, and replacing brick
1980	July 11	repairing of the flooring completed
1984	May 29	issued job order to fix leaking roof
1984	June 6	fixing of leaking roof completed
1986	February 3	relaying of the brick floor begun
1986	February 14	relaying of the brick floor completed
1986	April 28	painting of the exterior begun
1986	April 30	painting of the exterior completed
1988	August 15	removal of stone gravel from No. 63 to the Point begun
1988	August 17	removal of stone gravel from No. 63 to the Point completed

BUILDING: Stable or Barn
HAFE #: 84
LCS #: None
HISTORY:

1974		constructed by NPS
1976		painted exterior
1977	September	condition: good

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As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally-owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our natural parks and historical places; and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The Department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

Document no. D100 / Jan. 1994





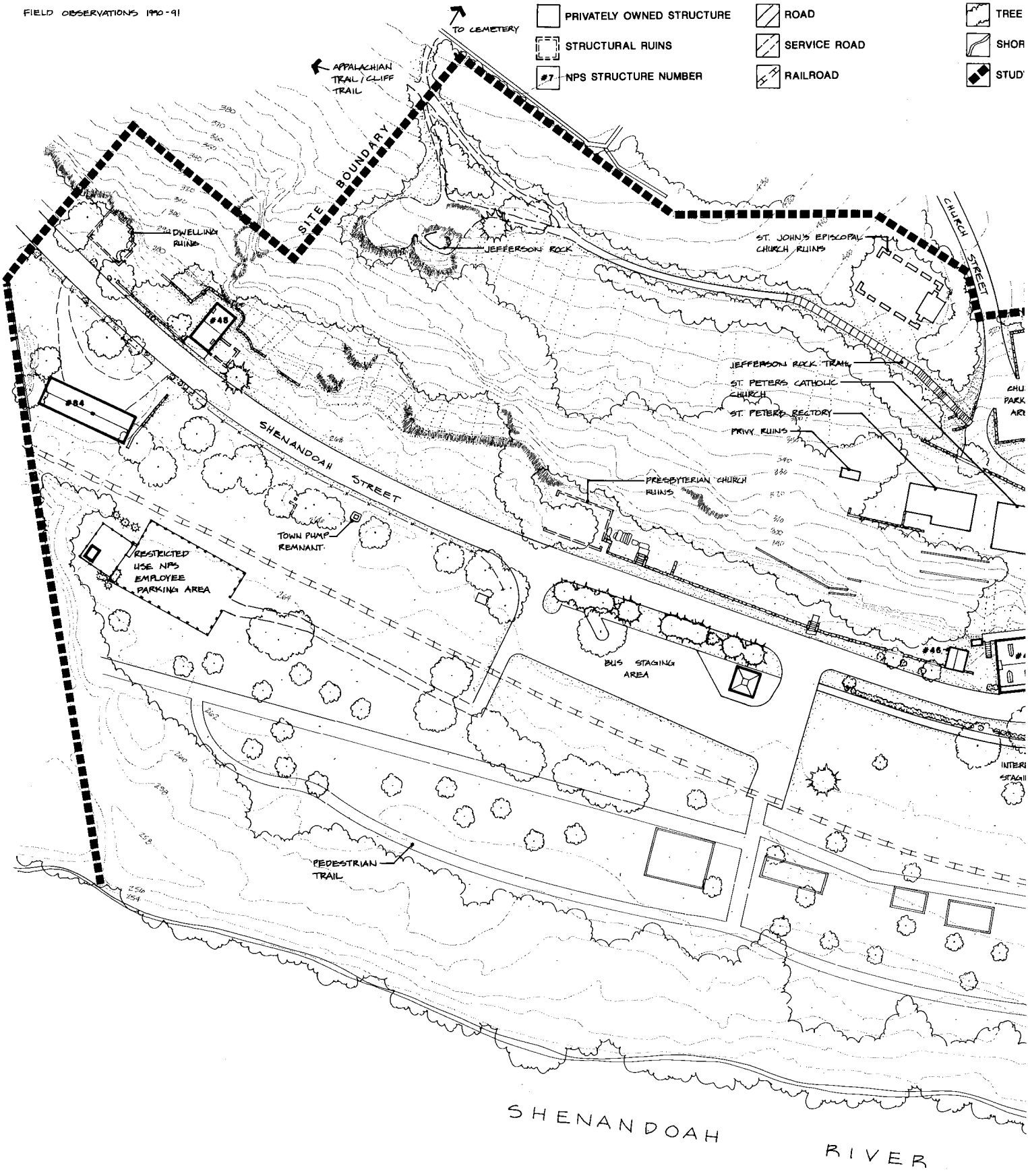
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NPS 385/40.0 TOPOGRAPHIC MAP-
FLOOD LEVELS LOWER TOWN HARPERS FERRY

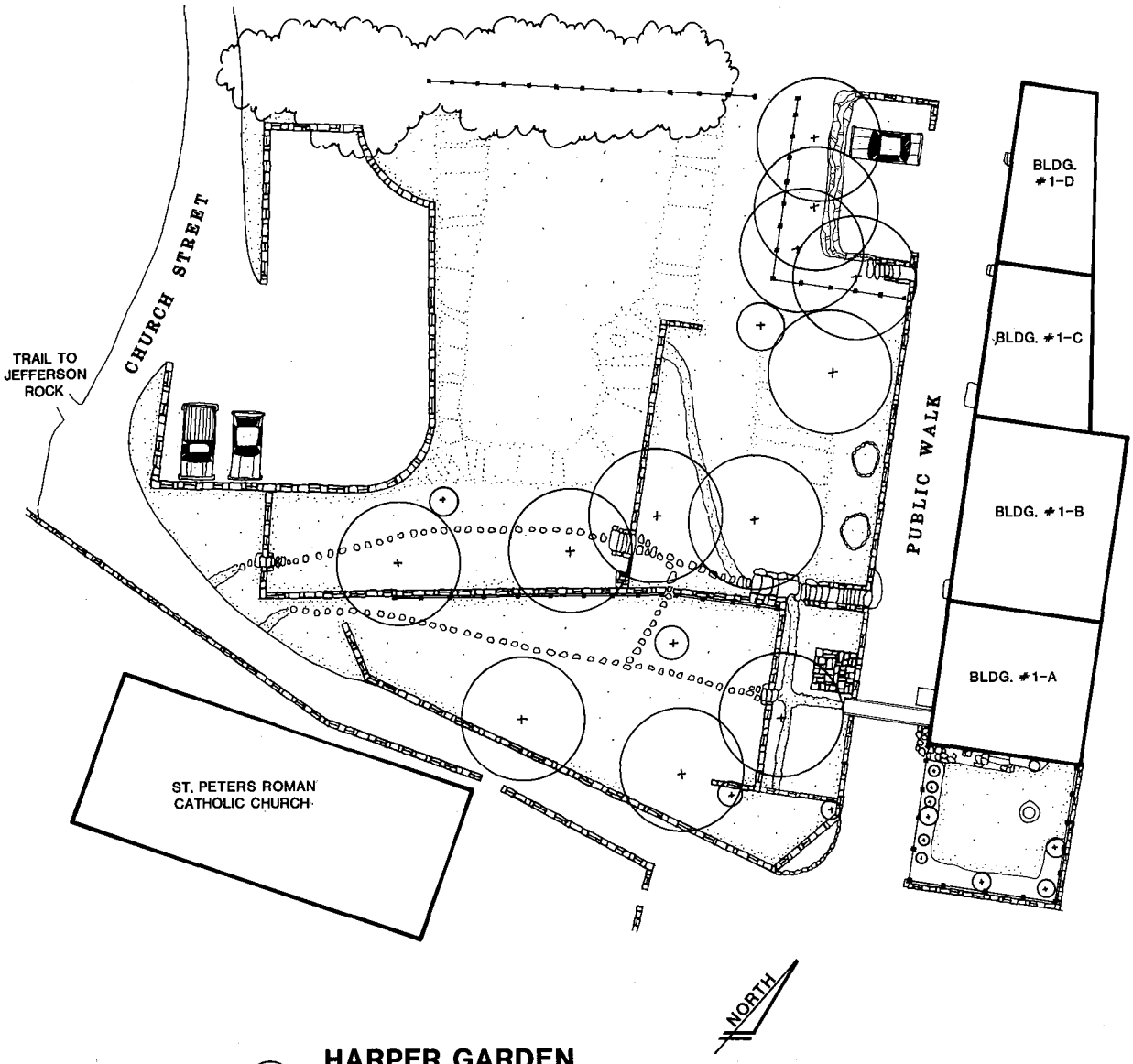
FIELD OBSERVATIONS 1990-91

LEGEND

- STRUCTURE
- PRIVATELY OWNED STRUCTURE
- STRUCTURAL RUINS
- #7 NPS STRUCTURE NUMBER
- DELINEATED NON-EXTANT STRUCTURE
- STONE WALL
- ROAD
- SERVICE ROAD
- RAILROAD
- PEDE
- FENCI
- TREE
- SHOR
- STUD



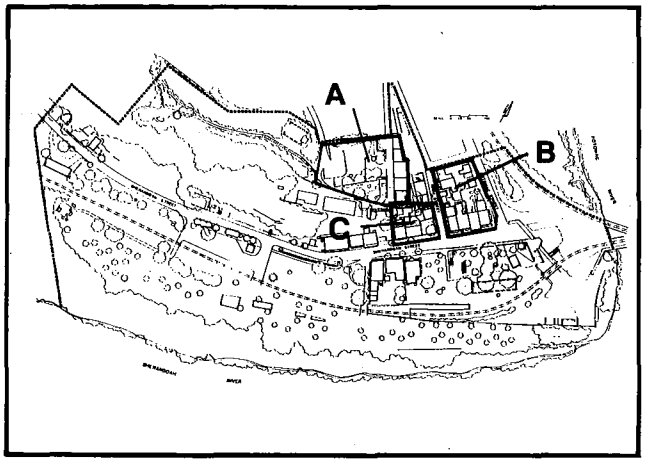
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A HARPER GARDEN

PLAN

20 10 0 20 40



KEY MAP

LEGEND

- FLAGSTONE
- COBBLESTONE
- RUBBLE PAVING

☆U.S. GOVERNMENT PRINTING OFFICE - 1987-581-281

SOURCES

NPS 389/40.0 TOPOGRAPHIC MAP - FLOOD LEVELS LOWER TOWN HARPERS FERRY

PHOTO COLLECTION - HARPERS FERRY NATIONAL HISTORICAL PARK

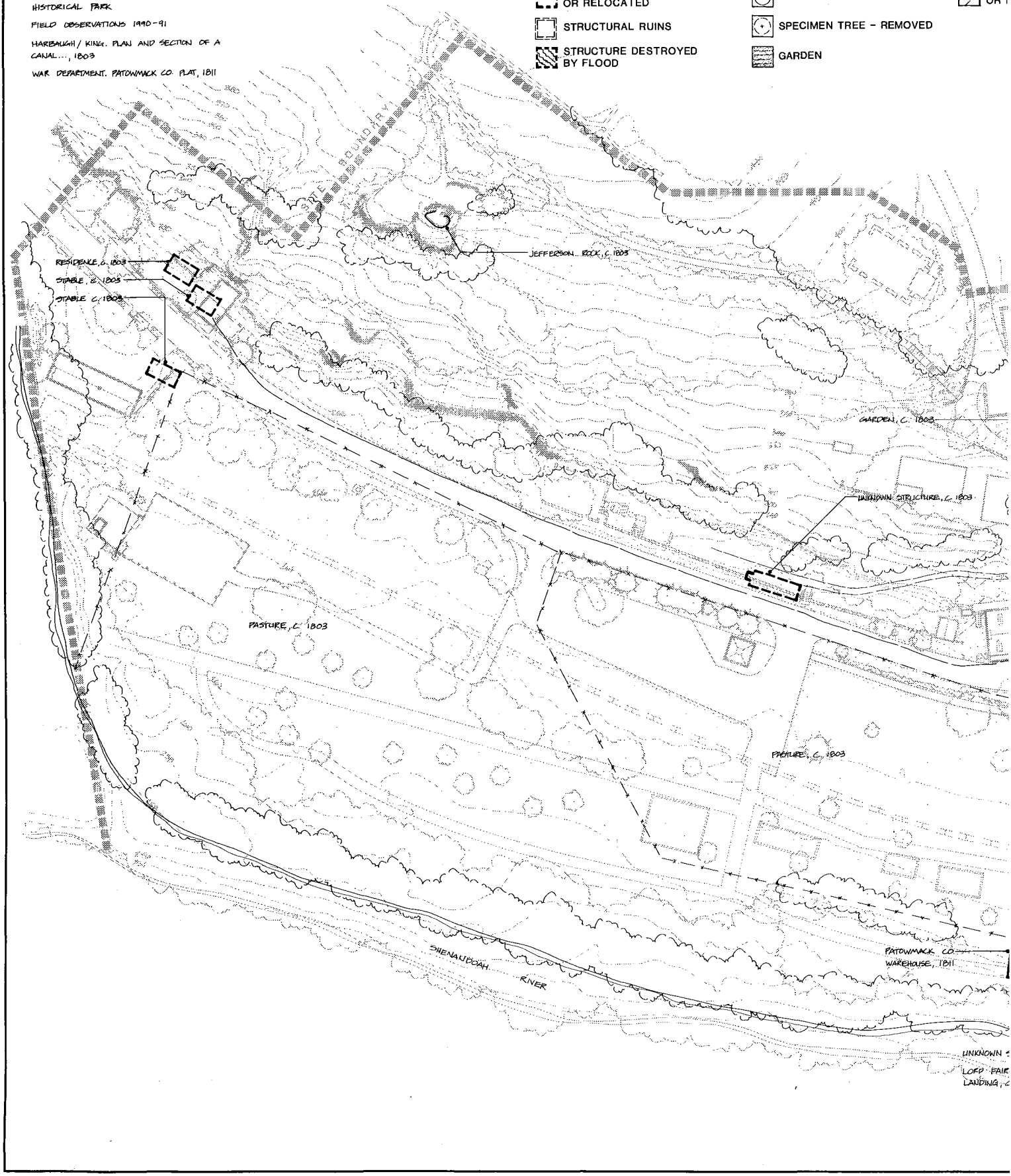
FIELD OBSERVATIONS 1990-91

HARBAUGH / KING. PLAN AND SECTION OF A CANAL..., 1803

WAR DEPARTMENT. POTOWMACK CO. PLAT, 1811

LEGEND

- STRUCTURE
- STRUCTURE - REMOVED OR RELOCATED
- STRUCTURAL RUINS
- STRUCTURE DESTROYED BY FLOOD
- STRUCTURE REMOVED OR RELOCATED BY RAILROAD
- FENCE
- SPECIMEN TREE
- SPECIMEN TREE - REMOVED
- GARDEN
- RAIL
- ROA
- ROA OR



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SOURCES

NPS 385/40.0 TOPOGRAPHIC MAP - FLOOD LEVELS LOWER TOWN HARPERS FERRY

PHOTO COLLECTION - HARPERS FERRY NATIONAL HISTORICAL PARK

FIELD OBSERVATIONS 1990-91

PLAT OF WAGER LOTS, 1835

KEARNEY, JAMES. SHEWING THE LOCATION OF THE WINCHESTER AND POTOMAC RAILROAD, 1835

BROWN, S. HOWELL. SALE OF PUBLIC LANDS, 1852

LATROBE, BENJAMIN. ROUTES OF THE BALTIMORE & OHIO RAILROAD, 1837-38

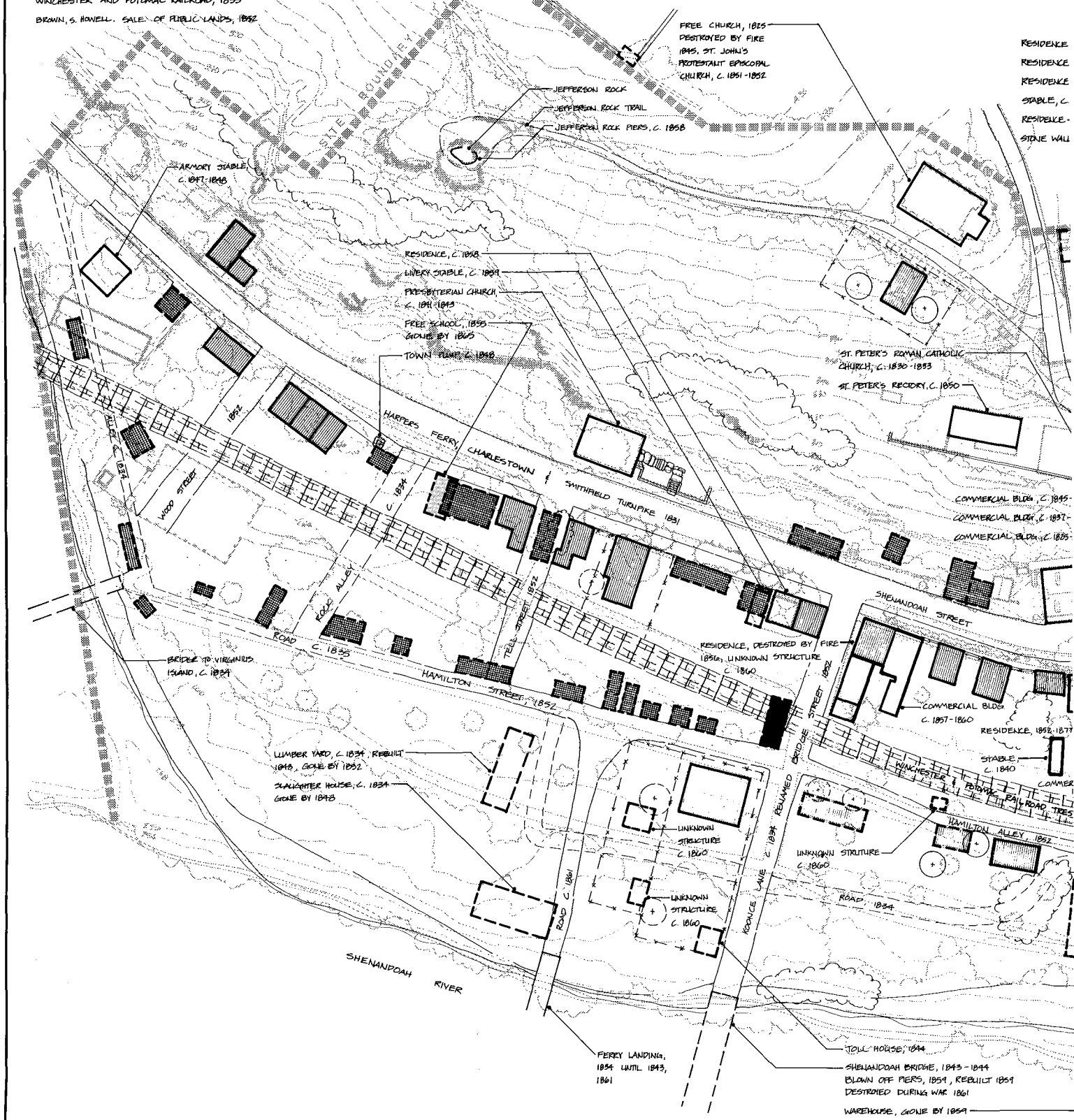
RELATIVE POSITION OF RESERVED LAND AND PUBLIC WORKS AT HARPERS FERRY, VA, 1844

BROWN, S. HOWELL IN COMPLIANCE WITH LETTER TO MAJOR SYMINGTON, 1848

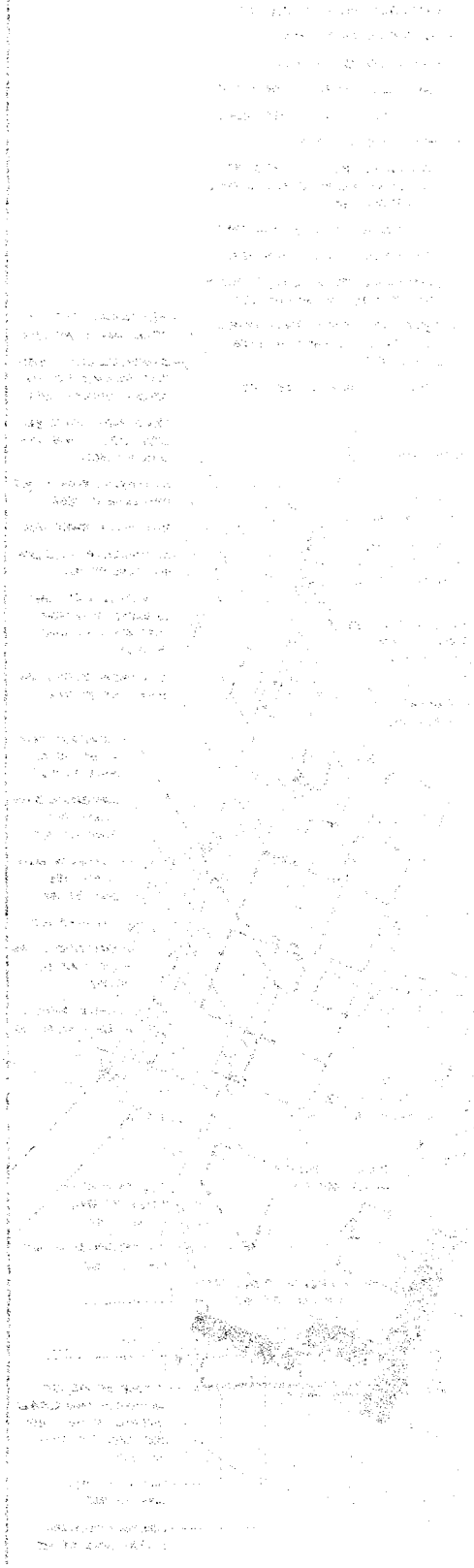
NPS 3021 SNELL, CHARLES. HARPERS FERRY HISTORICAL BASE MAP 1959

LEGEND

- STRUCTURE
- STRUCTURE - REMOVED OR RELOCATED
- STRUCTURAL RUINS
- STRUCTURE DESTROYED BY FLOOD
- STRUCTURE REMOVED OR RELOCATED BY RAILROAD
- FENCE
- SPECIMEN TREE
- SPECIMEN TREE - REMOVED
- GARDEN
- RAILI
- ROA
- ROA OR F
- AMO C. 18
- AMO 1818



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SOURCES

NPS 383/40.0 TOPOGRAPHIC MAP - FLOOD LEVELS LOWER TOWN HARPERS FERRY

PHOTO COLLECTION - HARPERS FERRY NATIONAL HISTORICAL PARK

FIELD OBSERVATIONS 1990-91

BALTIMORE & OHIO RAILROAD MAP, 1866

BROWN, S. HOWELL. SALE OF PUBLIC LANDS, 1869

SANBORN PERRIS FIRE INSURANCE MAP, 1894

LEGEND

- STRUCTURE
- STRUCTURE - REMOVED, OR RELOCATED
- STRUCTURAL RUINS
- STRUCTURE DESTROYED BY FLOOD
- STRUCTURE REMOVED OR RELOCATED BY RAILROAD
- FENCE
- SPECIMEN TREE
- SPECIMEN TREE - REMOVED
- GARDEN
- RAILR
- ROAD
- ROAD OR R

SITE BOUNDARY

STABLE, C. 1880

RESIDENCE, C. 1880

ARMORY STABLE, GONE BY 1877

RESIDENCE C. 1880

RESIDENCE

COMMERCIAL BLDG., C. 1880

TOWN PUMP

PRESBYTERIAN CHURCH

TOWN JAIL, C. 1870

UNKNOWN STRUCTURES C. 1890

RESIDENCE

WOOD STREET

JEFFERSON ROCK

CLIFFSIDE TRAIL

JEFFERSON ROCK TRAIL

ST. JOHN'S PROTESTANT EPISCOPAL CHURCH

RESIDENCE, GONE BY 1870

CHURCH STREET

ST. PETER'S ROMAN CATHOLIC CHURCH, RENOVATED 1890

BELL TOWER, C. 1880, GONE BY C. 1890

STONE WALL, C. 1880

PRIVY

ST. PETER'S RECTORY

ST. PETER'S SCHOOL, 1886

SHENANDOAH STREET

TELL STREET

COMMERCIAL BLDG.

RESIDENCE

COMMERCIAL BLDG.

UNKNOWN STRUCTURE

PRIVY

RESIDENCE, GONE BY 1889

RESIDENCE

RESIDENCE

RESIDENCE

GARDEN, C. 1880

GARDEN, C. 1880

RESIDENCE

UNKNOWN STRUCTURE C. 1890

RESIDENCE

RESIDENCE

COMMERCIAL BLDG., C 1890 GONE BY C. 1900

RESIDENCE

RESIDENCE

BRIDGE STREET

SHED, C. 1890

UNKNOWN STRUCTURE C. 1890

RESIDENCE

RESIDENCE

STABLE REBUILT BY 1890

RESIDENCE, RUINS BY C. 1875

UNKNOWN STRUCTURE GONE BY 1868, REBUILT COMMERCIAL BLDG, 1868

COMMERCIAL BLDG.

COMMERCIAL BLDG. (PORTION OF BREWERY)

COMMERCIAL BLDG., C. 1875 (ADDITION TO BREWERY)

COMMERCIAL BLDG. C. 1880 (PORTION OF BREWERY)

SHENANDOAH RIVER

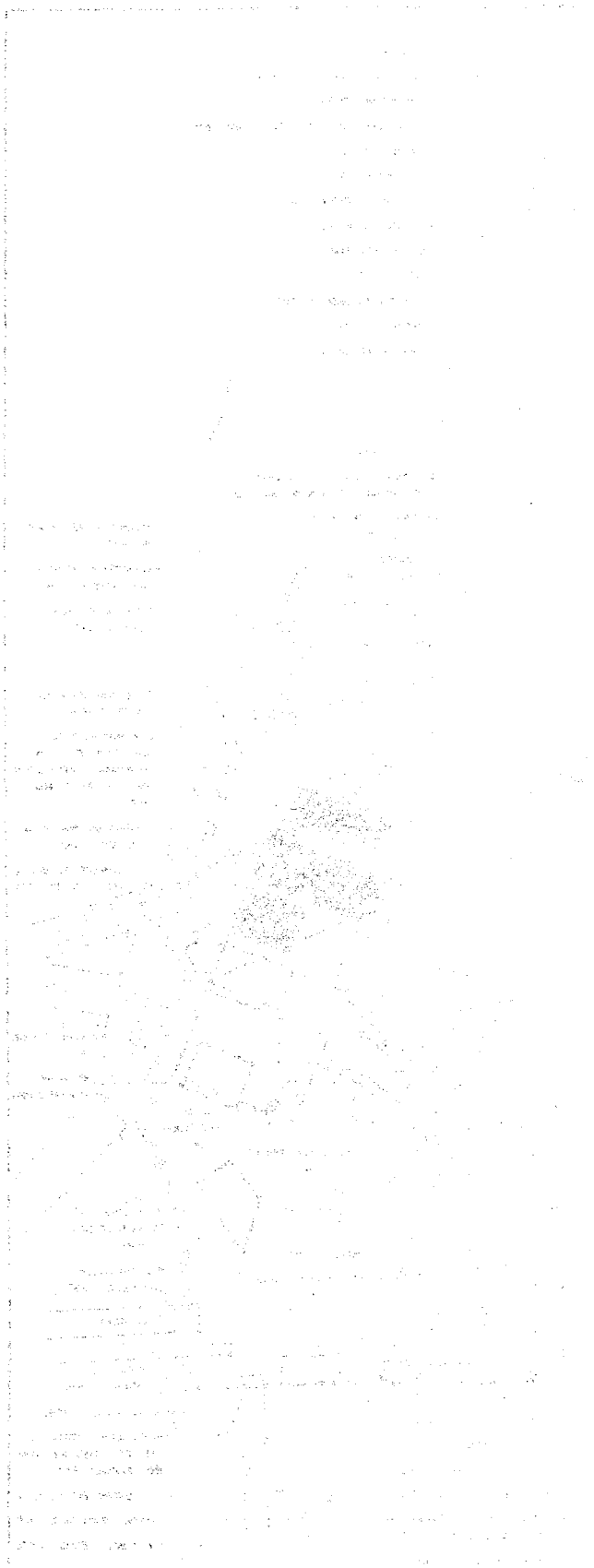
SHENANDOAH "ROPE" FERRY LANDING 1801 UNTIL 1882

RESIDENCE, GONE BY 1877

SHED, C. 1890

RESIDENCE, GONE BY 1889

☆U.S. GOVERNMENT PRINTING OFFICE: 1987-591-281



SOURCES

NPS 389/40.0 TOPOGRAPHIC MAP - FLOOD LEVELS LOWER TOWN HARPERS FERRY

PHOTO COLLECTION - HARPERS FERRY NATIONAL HISTORICAL PARK

FIELD OBSERVATIONS 1990-91

SANBORN FERRIS FIRE INSURANCE MAPS, 1902, 1907, 1912, 1922, 1935

PLAN SHOWING THE RIGHT OF WAY, BUILDINGS AND TRACKS, HARPERS FERRY, W.V., 1919

DEPARTMENT OF HIGHWAYS. PLAN AND PROFILE OF CLASS "A" ROAD RTE 340, 1921

1937 AERIAL PHOTOGRAPH COLLECTION

LEGEND

- STRUCTURE
- STRUCTURE - REMOVED OR RELOCATED
- STRUCTURAL RUINS
- STRUCTURE DESTROYED BY FLOOD
- STRUCTURE REMOVED OR RELOCATED BY RAILROAD
- FENCE
- SPECIMEN TREE
- SPECIMEN TREE - REMOVED
- GARDEN
- RAILR
- ROAD
- ROAD OR R

CLIFF TRAIL, SIDE TRAIL OF THE APPALACHIAN TRAIL, C. 1950

ST. JOHN'S EPISCOPAL CHURCH, RUINS BY 1933

JEFFERSON ROCK

RESIDENCE, GONE BY 1942

UNKNOWN STRUCTURES

RESIDENCE

PORTION OF RESIDENCE GONE BY 1942

COMMERCIAL BLDG., GONE BY 1936 OR 1942

TOWN PUMP

RESIDENCE, C. 1913 GONE BY 1942

TOWN JAIL

COMMERCIAL BLDG. RUINS BY 1944

STABLE, GONE BY 1924

RESIDENCE, GONE BY 1942

SHED, C. 1913, GONE BY 1944

RESIDENCE, GONE BY 1942

JEFFERSON ROCK TRAIL

ST. PETER'S ROMAN CATHOLIC CHURCH

ST. PETER'S RECTORY

STONE WALLS & SHRUBS

PRIVY

ST. PETER'S SCHOOL

CHURCH STREET

WOOD STREET

SHENANDOAH STREET

TELL STREET

BRIDGE STREET

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

RESIDENCE

RESIDENCE

GARAGE

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

SHED, GONE BY 1953

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

SHED, GONE BY 1922

COMMERCIAL BLDG., C. 1907 GONE BY 1936

SHED, C. 1907, GONE BY 1955

SHED, C. 1907, GONE BY 1922

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

SHED, C. 1915, GONE BY 1942

RESIDENCE RUINS, GONE BY 1907

COMMERCIAL BLDG., GONE BY 1942

COMMERCIAL BLDG., GONE BY 1942

SHED, C. 1913, GONE BY 1922

RESIDENCE, GONE BY 1942

AUTO REPAIR GARAGE, 1929 GONE BY 1936

BLACKSMITH, C. 1922 GONE BY 1942

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

UNKNOWN STRUCTURE GONE BY 1912

COMMERCIAL BLDG. GONE BY 1942

STABLE, C. 1907 GONE BY 1922

BREWERY & BOTTLING WORKS, GONE BY 1942

PORTION OF BREWERY & BOTTLING WORKS, GONE BY 1939

SHENANDOAH RIVER

☆ U.S. GOVERNMENT PRINTING OFFICE: 1987-591-281

SOURCES

NPS 385/40.0 TOPOGRAPHIC MAP - FLOOD LEVELS LOWER TOWN HARPERS FERRY

PHOTO COLLECTION - HARPERS FERRY NATIONAL HISTORICAL PARK

FIELD OBSERVATIONS 1990-91

ARCHITECTURAL BASE MAP OF HARPERS FERRY THE LOWER TOWN - DEMOLITION PLAN, 1955

HF 30:09 PARKING AREA, 1957

HF 30:35 CHURCH STREET IMPROVEMENTS, 1962

HF 30:0GA MASTER PLAN HARPERS FERRY NATIONAL HISTORICAL PARK, 1964

HF 30:43 OVERFLOW PARKING, 1964

HF 31:16B RESTORATION OF HISTORIC STREETS, 1965

HF - PARKING AREA CHANGES, 1973

* SEE APPENDIX FOR BUILDING HISTORIES

LEGEND

- STRUCTURE
- STRUCTURE - REMOVED OR RELOCATED
- STRUCTURAL RUINS
- STRUCTURE DESTROYED BY FLOOD
- STRUCTURE REMOVED OR RELOCATED BY RAILROAD
- FENCE
- SPECIMEN TREE
- SPECIMEN TREE - REMOVED
- GARDEN
- RAIL
- ROA
- ROA OR
- ROA OR
- STR NAT

SITE BOUNDARY

RESIDENCE, RUINS

#48

#84

UNKNOWN STRUCTURES, PORCHES REMOVED, 1956

PRESBYTERIAN CHURCH RUINS

TOWN PUMP

TOWN JAIL, REMOVED BY TOWN OF HARPERS FERRY, 1950

ST. JOHN'S EPISCOPAL CHURCH RUINS

JEFFERSON TRAIL IMPROVEMENTS, 1965 & 1973

CLIFF TRAIL, APPALACHIAN TRAIL, 1985

CHURCH STREET REALIGNMENT, 1963

ST. PETER'S PARKING LOT, 1963

ST. PETER'S ROMAN CATHOLIC CHURCH

ST. PETER'S RECTORY

PRIVY RUINS

STONE WALLS

EMPLOYEE PARKING, 1991

RUINS, GONE BY 1960

PARKING AREA, 1959 SHUTTLE BUS DROP-OFF, 1990

BUS SHELTER, 1990

#46

LIMIT ACCESS ROAD, 1991

PARKING ACCESS ROAD, 1959

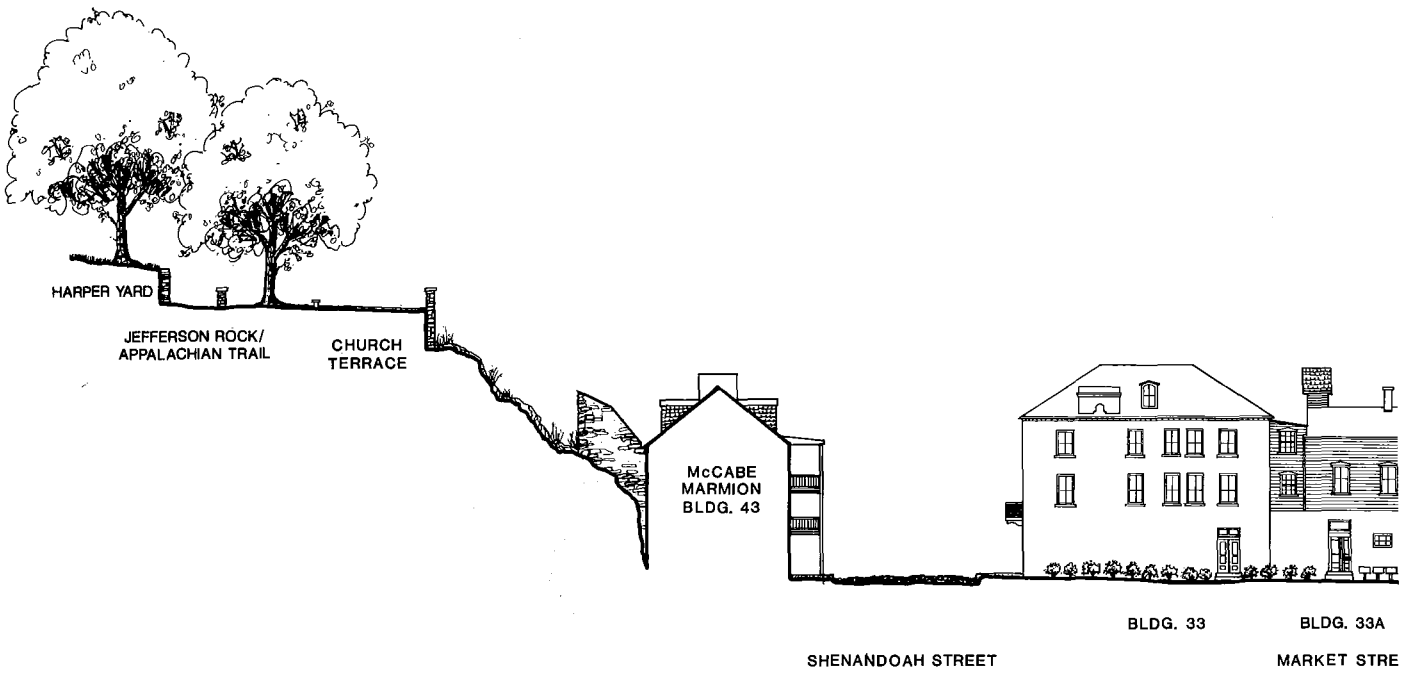
PARKING ACCESS ROAD, 1984

PEDESTRIAN TRAIL, 1991

PARKING AREA 1957 UNTIL 1972

FOUNDATION OUTLINES, 1990

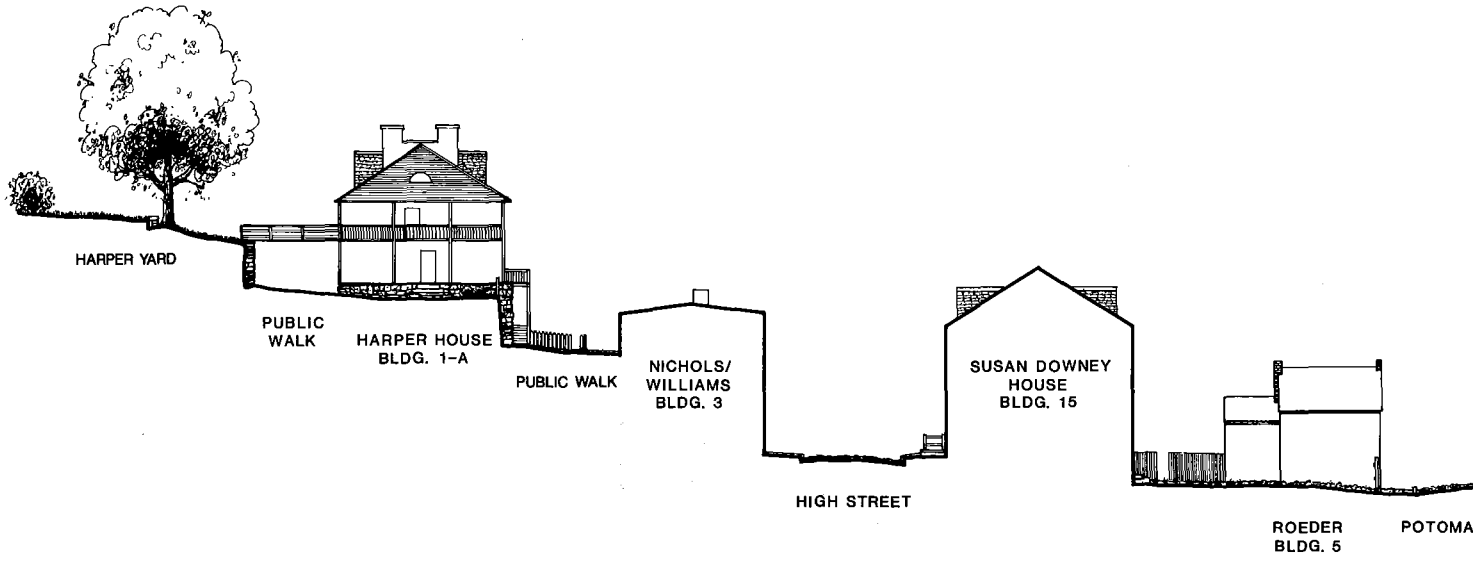
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SECTION A - A'

HORIZONTAL AND VERTICAL SCALE

20 10 0 20 40



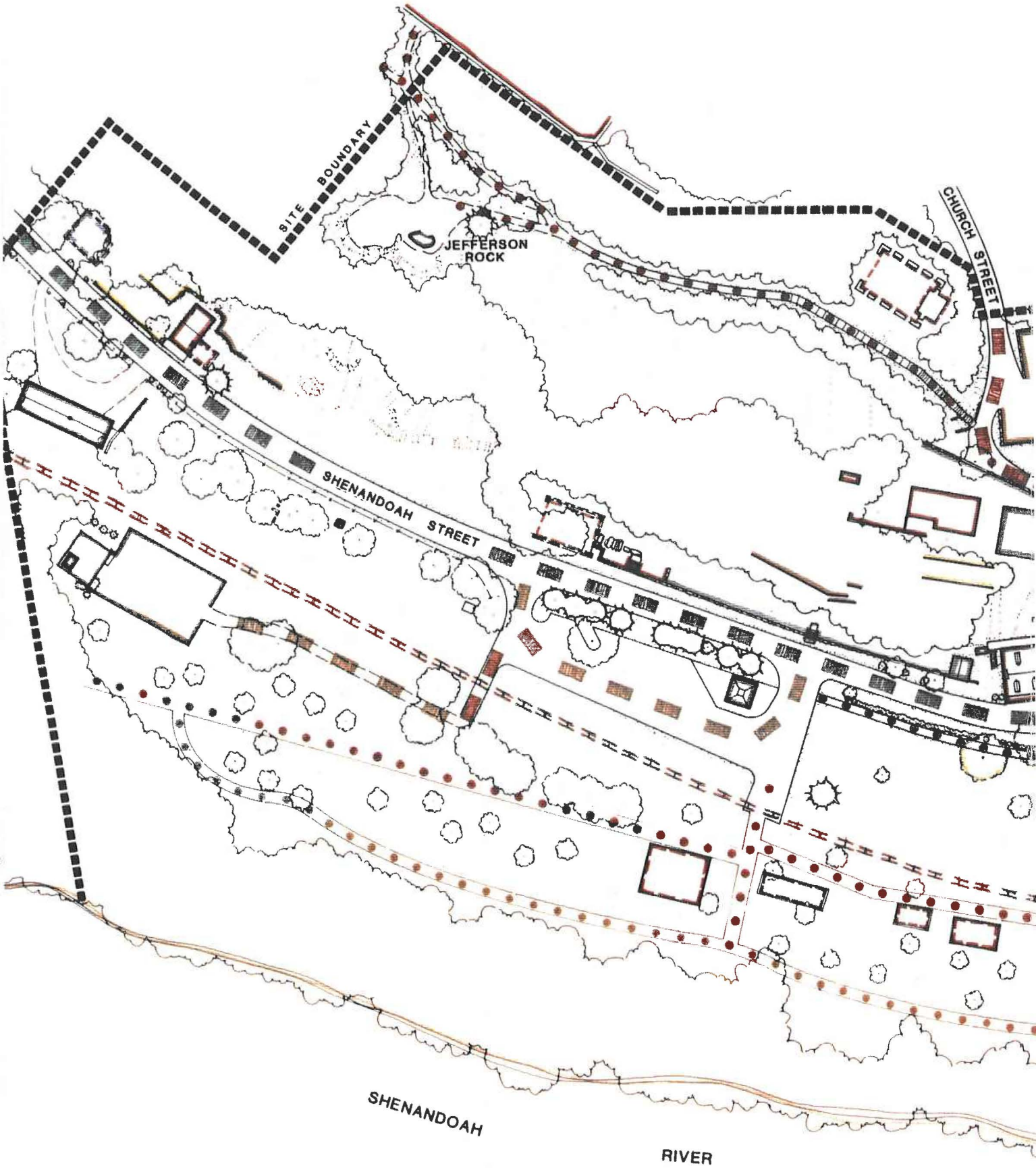
SECTION B - B'

HORIZONTAL AND VERTICAL SCALE

20 10 0 20 40

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SITE BOUNDARY
JEFFERSON ROCK
CHURCH STREET
SHENANDOAH STREET
SHENANDOAH RIVER

SOURCES

NPS 385/40,0 TOPOGRAPHIC MAP-
FLOOD LEVELS LOWER TOWN HARPERS FERRY

FIELD OBSERVATIONS 1990-91

LEGEND

- STRUCTURE
- PRIVATELY OWNED STRUCTURE
- STRUCTURAL RUINS
- #7 NPS STRUCTURE NUMBER
- DELINEATED NON-EXTANT STRUCTURE
- STONE WALL
- ROAD
- SERVICE ROAD
- RAILROAD
- PEDESTRIAN TRAIL
- FENCE
- TREE CANOPY
- SHORELINE
- STUDY BOUNDARIES

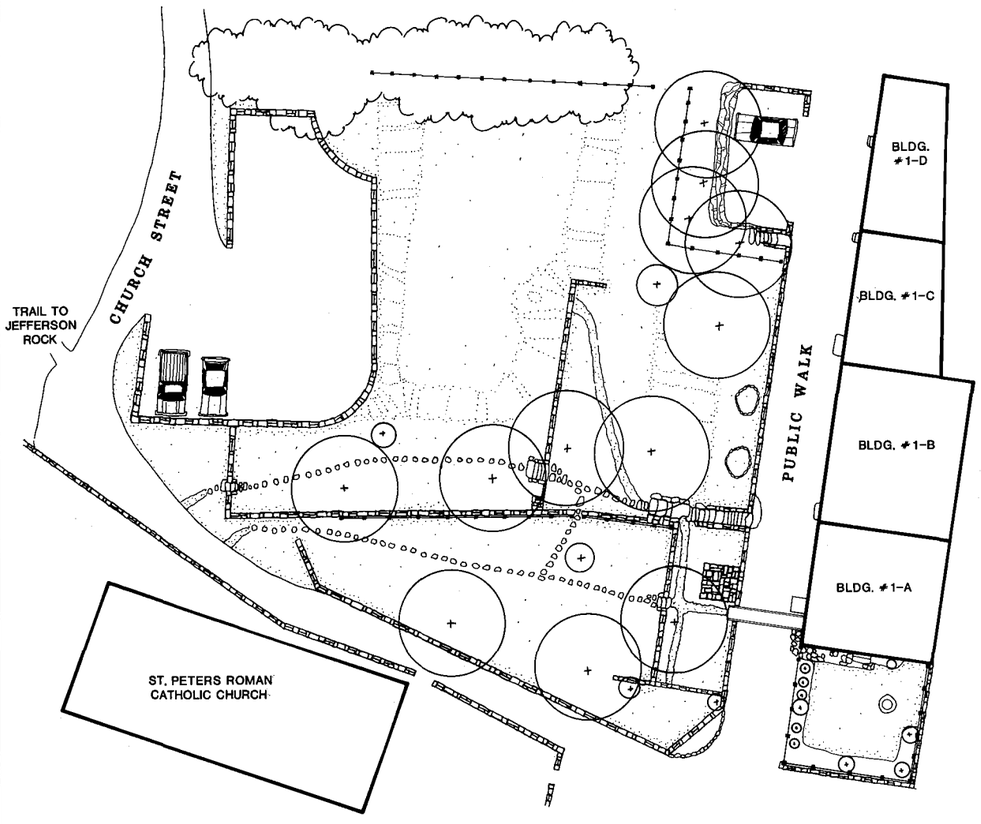
TO CEMETERY
APPALACHIAN TRAIL / CLIFF TRAIL
SITE BOUNDARY
DWELLING RUINS
#48
#44
JEFFERSON ROCK
ST. JOHN'S EPISCOPAL CHURCH RUINS
CHURCH STREET
RESTRICTED PARKING AREA
JEFFERSON ROCK TRAIL
ST. PETERS CATHOLIC CHURCH
ST. PETERS RECTORY
PRIVY RUINS
CHURCH PARKING AREA
HARPER YARD
PUBLIC WALK
#10
#18
#1A
#3
HOG ALLEY
HIGH STREET
POTOMAC STREET
#5
#16
#7
#15
#14
#11A
#12A
#11
#10
#9
#8
MUSKET FACTORY GROUNDS
SITE BOUNDARY
POTOMAC RIVER
JOHN BROWN MONUMENT
PRESBYTERIAN CHURCH RUINS
SHENANDOAH STREET
TOWN PUMP REMNANT
HARPER GARDEN
STONE STEPS
#37
#35
#40
#38
#46
#45
#44
#43
RAILROAD YARD
JOHN BROWN'S FORT
PEDESTRIAN BRIDGE TO C&O CANAL TOWPATH
#42
RESTRICTED USE NPS EMPLOYEE PARKING AREA
BUS STAGING AREA
INTERPRETIVE STAGING AREA
#33
#34
#35
#38
#34A
#33A
#32
SMALL ARSENAL RUINS
COMMERCIAL BUILDING DELINEATED
CIVIL WAR INTERPRETIVE TABLETS
LARGE ARSENAL DELINEATED
THE "POINT"
PEDESTRIAN TRAIL
PEDESTRIAN TRAIL
SHENANDOAH RIVER

DESIGNED:	NORTH	TITLE OF SHEET	DRAWING NO.
DRAWN: M. DELAY		**EXISTING CONDITIONS**	385 80,067
TECH. REVIEW: C. GILBERT	SCALE: 1"=50' 0 25 50	CULTURAL LANDSCAPE REPORT: LOWER TOWN, HARPERS FERRY NATIONAL HISTORICAL PARK	PKG. NO. 320 / SHEET 1 OF 16
DATE: NOVEMBER 91			

U.S. GOVERNMENT PRINTING OFFICE - 1987-591-281

1993

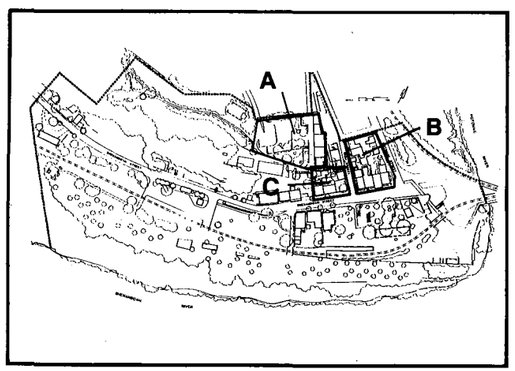
2.11-12



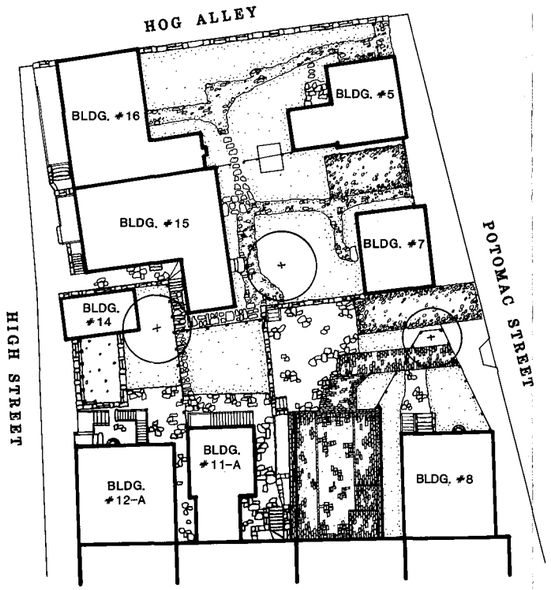
A HARPER GARDEN

PLAN

20 10 0 20 40



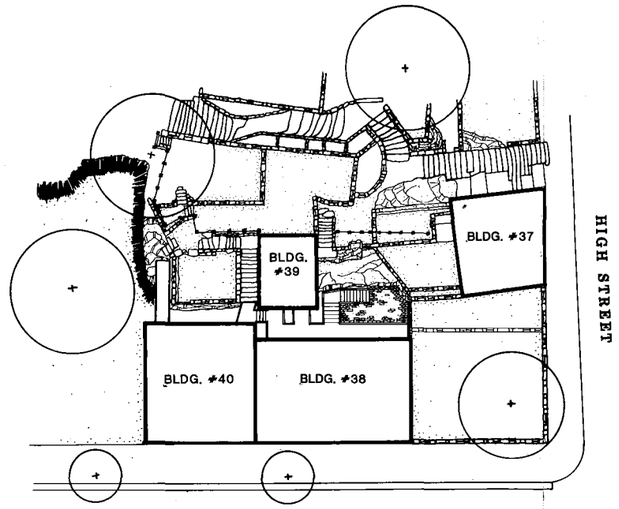
KEY MAP



B CORE AREA WAGER BACKYARDS

PLAN

20 10 0 20 40



C CORE AREA STONE STEPS & ADJACENT YARDS

PLAN

20 10 0 20 40

LEGEND

- FLAGSTONE
- COBBLESTONE
- RUBBLE PAVING
- STEPPING STONES
- BRICK - RUNNING BOND
- BRICK - BASKET WEAVE
- GRAVEL
- GRASS
- WOOD FENCE

DESIGNED:
DRAWN: M. DELAY
TECH. REVIEW: C. GILBERT
DATE: APRIL/91

TITLE OF SHEET

EXISTING CONDITIONS DETAIL AREAS

CULTURAL LANDSCAPE REPORT:
LOWER TOWN HARPERS FERRY
NATIONAL HISTORICAL PARK

DRAWING NO. 385 80,067
PKG. NO. 320
SHEET 2 OF 16

1993

2.18-19

U.S. GOVERNMENT PRINTING OFFICE - 1987-591-281

SOURCES

NPS 385/40.0 TOPOGRAPHIC MAP - FLOOD LEVELS LOWER TOWN HARPERS FERRY

PHOTO COLLECTION - HARPERS FERRY NATIONAL HISTORICAL PARK

FIELD OBSERVATIONS 1990-91

HARBAUGH / KING. PLAN AND SECTION OF A CANAL..., 1803

WAR DEPARTMENT. PATOWMACK CO. PLAT, 1811

LEGEND

- STRUCTURE
- STRUCTURE - REMOVED OR RELOCATED
- STRUCTURAL RUINS
- STRUCTURE DESTROYED BY FLOOD
- STRUCTURE REMOVED OR RELOCATED BY RAILROAD
- FENCE
- SPECIMEN TREE
- SPECIMEN TREE - REMOVED
- GARDEN
- RAILROAD
- ROAD
- ROAD - REMOVED OR RELOCATED



DESIGNED:	NORTH	TITLE OF SHEET	DRAWING NO.
DRAWN: M. DELAY	SCALE: 1"=50' (0 25 50)	**HISTORIC BASE MAP: 1750 - 1815** CULTURAL LANDSCAPE REPORT: LOWER TOWN HARPERS FERRY NATIONAL HISTORICAL PARK	385 80,067
TECH. REVIEW: C. GILBERT			PKG. NO. 320 / SHEET 3 OF 16
DATE: NOVEMBER 91			

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1993

3.15-

SOURCES

NPS 385/40.0 TOPOGRAPHIC MAP - FLOOD LEVELS LOWER TOWN HARPERS FERRY

PHOTO COLLECTION - HARPERS FERRY NATIONAL HISTORICAL PARK

FIELD OBSERVATIONS 1990-91

PLAT OF WAGER LOTS, 1835

KEARNEY, JAMES. SHEWING THE LOCATION OF THE WINCHESTER AND POTOMAC RAILROAD, 1835

BROWN, S. HOWELL. SALE OF PUBLIC LANDS, 1852

LATROBE, BENJAMIN. ROUTES OF THE BALTIMORE & OHIO RAILROAD, 1831-38

RELATIVE POSITION OF RESERVED LAND AND PUBLIC WORKS AT HARPERS FERRY, VA, 1844

BROWN, S HOWELL. IN COMPLIANCE WITH LETTER TO MAJOR SYMINGTON, 1848

NPS 3021 SNELL, CHARLES. HARPERS FERRY HISTORICAL BASE MAP 1859

LEGEND

- STRUCTURE
- STRUCTURE - REMOVED OR RELOCATED
- STRUCTURAL RUINS
- STRUCTURE DESTROYED BY FLOOD
- STRUCTURE REMOVED OR RELOCATED BY RAILROAD
- FENCE
- SPECIMEN TREE
- SPECIMEN TREE - REMOVED
- GARDEN
- RAILROAD
- ROAD
- ROAD - REMOVED OR RELOCATED
- AMORY DWELLING C. 1818-1834
- AMORY STRUCTURE C. 1818-1834, USE UNKNOWN
- STRUCTURE DESTROYED DURING CIVIL WAR

STATE BOUNDARY

FREE CHURCH, 1825 DESTROYED BY FIRE 1845, ST. JOHN'S PROTESTANT EPISCOPAL CHURCH, C. 1851-1852

JEFFERSON ROCK

JEFFERSON ROCK TRAIL

JEFFERSON ROCK PIERS, C. 1858

ARMORY STABLE, C. 1847-1848

RESIDENCE, C. 1858

LIVERY STABLE, C. 1859

PRESBYTERIAN CHURCH, C. 1841-1843

FREE SCHOOL, 1855 GONE BY 1865

TOWN PUMP, C. 1848

HARPERS FERRY, CHARLESTOWN & SMITHFIELD TURNPIKE 1831

WOOD STREET

ALLEY C. 1834

ROAD C. 1834

TELL STREET 1852

ROAD C. 1838

HAMILTON STREET 1852

BRIDGE TO VIRGINIA'S ISLAND, C. 1834

LUMBER YARD, C. 1834, REBUILT 1848, GONE BY 1852

SLAUGHTER HOUSE, C. 1834 GONE BY 1848

SHENANDOAH RIVER

FERRY LANDING, 1834 UNTIL 1843, 1861

ST. PETER'S ROMAN CATHOLIC CHURCH, C. 1830-1833

ST. PETER'S RECTORY, C. 1850

RESIDENCE, C. 1843-1848

RESIDENCE, C. 1843-1848

RESIDENCE, C. 1832-1833

STABLE, C. 1830

RESIDENCE

STONE WALLS, C. 1830

UNKNOWN STRUCTURES, C. 1830

SLAVE QUARTERS, C. 1830

PRIVIES, C. 1830

STONE STEPS

UNKNOWN STRUCTURE, C. 1834

ADDITION, C. 1844

SMOKEHOUSE, C. 1844-1861

COMMERCIAL BLDG., C. 1845

COMMERCIAL BLDG., C. 1837-1838

COMMERCIAL BLDG., C. 1803-1826

SHENANDOAH STREET

RESIDENCE, DESTROYED BY FIRE 1854, UNKNOWN STRUCTURE C. 1860

COMMERCIAL BLDG C. 1837-1860

RESIDENCE, 1852-1877

STABLE C. 1840

COMMERCIAL BLDG 1818-1820

WINCHESTER & POTOMAC RAILROAD TRESTLE, 1835

HAMILTON ALLEY 1862

UNKNOWN STRUCTURE C. 1860

UNKNOWN STRUCTURE C. 1860

UNKNOWN STRUCTURE C. 1860

ROAD, 1834

ROUNDHOUSE C. 1834 REMOVED

TOLL HOUSE, 1844

SHENANDOAH BRIDGE, 1845-1844 BLOWN OFF PIERS, 1859, REBUILT 1859 DESTROYED DURING WAR 1861

WAREHOUSE, GONE BY 1859

COMMERCIAL BLDG., C. 1842-1850

COMMERCIAL BLDG., C. 1841-1850

COMMERCIAL BLDG., 1841

RESIDENCE, C. 1838

COMMERCIAL BLDG., 1848

COMMERCIAL BLDG., 1839

FRAME BLDG., 1814, REPLACED BY STONE BLDG., 1844

FRAME BLDG., C. 1835 REPLACED BY STONE BLDG., 1846

PUBLIC WALK

HIGH STREET

RESIDENCE C. 1845-1847

COMMERCIAL BLDG., C. 1844-1857

COMMERCIAL BLDG., C. 1838-1839

COMMERCIAL BLDG., 1850

COMMERCIAL BLDG., 1856

COMMERCIAL BLDG., C. 1840-1845

COMMERCIAL BLDG., C. 1840-1845

RESIDENCE, C. 1850

COMMERCIAL BLDG., C. 1838-1839 HALF BLDG. REMOVED FOR WIDENING OF STREET, 1855

COMMERCIAL BLDG., C. 1846-1847

COMMERCIAL BLDG., C. 1841-1842

COMMERCIAL BLDG., 1840, REMOVED FOR WIDENING OF STREET, 1855

PORTION OF HARPERS FERRY HOTEL REPLACED BY COMMERCIAL BLDG., C. 1846-1847

COMMERCIAL BLDG. C. 1832-1838

POTOMAC STREET 1856

FIRE ENGINE HOUSE, C. 1847-1848

COMMERCIAL BLDG., C. 1837-1838 REMOVED FOR WIDENING STREET 1855

COMMERCIAL BLDG., 1831 REMOVED FOR U.S. ARMORY ENTRANCE, 1848

ARMORY ENTRANCE GATE, C. 1848-1892

PORTION OF HARPERS FERRY HOTEL REPLACED BY COMMERCIAL BLDG., C. 1838-1837

B&O RAILROAD TRESTLE & STONE WALL, C. 1841-1842

COMMERCIAL BLDG. C. 1851-1852, REMOVED FOR U.S. ARMORY ENTRANCE, 1854

FRAME BLDG., 1830 TO 1848 BRICK BLDG., C. 1853-1855 GONE BY 1862

COMMERCIAL BLDG. C. 1843-1845, GONE BY 1862

B&O WATER TOWER, 1856

COMMERCIAL BLDG., C. 1826-1827, GONE BY 1862

COMMERCIAL BLDG., 1837 EXTENDED TO RAILROAD PLATFORM 1846, GONE BY 1862

COMMERCIAL BLDG. C. 1841-1846, GONE BY 1862

POTOMAC STREET

COMMERCIAL BLDG. C. 1857-1858, GONE BY 1862

COMMERCIAL BLDG. C. 1857-1858 GONE BY 1862

TOLL HOUSE, 1829

B&O DEPOT, C. 1846-1847, GONE BY 1862

WAGER BRIDGE, C. 1804, GONE BY 1840

B&O RAILROAD BRIDGE 1ST SPAN, C. 1841-1842

COMMERCIAL BLDG. 1839 GONE BY 1862

COMMERCIAL BLDG. C. 1837-1838, GONE BY 1862

TIMBER BRIDGE, 1837 WINCHESTER SPAN REPLACED WITH BOLLMAN SPAN, C. 1850-1852, REBUILT 9 TIMES 1861-1865

TOLL HOUSE, 1837 GONE BY 1862

UNKNOWN STRUCTURES C. 1830, GONE BY 1835

PORTION OF HARPERS FERRY HOTEL REPLACED BY COMMERCIAL BLDG., C. 1838-1837

STABLE, C. 1824 REPLACED BY COMMERCIAL BLDG. C. 1844

COMMERCIAL BLDG., C. 1824-1825, DAMAGED BY FIRE REBUILT, C. 1863-1865

ADDITION, 1827

MASTER ARMORER'S RESIDENCE

SMOKEHOUSE 1834

ADDITION, C. 1815-1827

PAYMASTER'S OFFICE 1822 GONE BY 1858

MASTER ARMORER'S RESIDENCE, C. 1858-1859

ICE HOUSE, 1834 GONE BY C. 1842

UNKNOWN STRUCTURE, C. 1834, GONE BY 1835

PAYMASTER'S CARRIAGE HOUSE & STABLE, C. 1830 GONE BY 1895

ALLEY

MARKET STREET 1852

MESS HOUSE, C. 1865

ARSENAL WALL AND ENTRANCE, C. 1849, GONE BY 1860

SUPERINTENDENT'S OFFICE, C. 1820

SMALL ARSENAL GONE BY 1861

LARGE ARSENAL GONE BY 1861

STOCK HOUSE, 1822 GONE BY C. 1842

ARSENAL WALL 1830

ARSENAL ENTRANCE 1820, RELOCATED 1844

LUMBER HOUSE, C. 1821 GONE BY 1895

SUPERINTENDENT CARRIAGE HOUSE, C. 1830 GONE BY 1895

COMMERCIAL BLDG. C. 1837-1838, GONE BY 1862

GARDEN

STONE WALL 1837

W&P RAILROAD DEPOT, 1847 GONE BY 1862

COMMERCIAL BLDG., C. 1841-1843 GONE BY 1862

B&O RAILROAD OFFICE, 1837 GONE BY 1862

UNKNOWN STRUCTURE C. 1834

UNKNOWN STRUCTURE, C. 1834

MARKET HOUSE, C. 1841-1847

RESIDENTIAL

STONE WALL C. 1856

LANDING UNTIL 1834

STONE WALL, C. 1825-1826

DESIGNED:	NORTH	TITLE OF SHEET: **HISTORIC BASE MAP: 1815 - 1865** CULTURAL LANDSCAPE REPORT: LOWER TOWN HARPERS FERRY NATIONAL HISTORICAL PARK	DRAWING NO. 385 80,067
DRAWN: M. DELAY	SCALE: 1"=50' (0 25 50)		PKG. NO. 320
TECH. REVIEW: C. GILBERT			SHEET 4 OF 16
DATE: NOVEMBER 91			

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1993

3.16

SOURCES

NPS 385/40.0 TOPOGRAPHIC MAP - FLOOD LEVELS LOWER TOWN HARPERS FERRY

PHOTO COLLECTION - HARPERS FERRY NATIONAL HISTORICAL PARK

FIELD OBSERVATIONS 1990-91

BALTIMORE & OHIO RAILROAD MAP, 1866

BROWN, S. HOWELL. SALE OF PUBLIC LANDS, 1869

SANBORN PERRIS FIRE INSURANCE MAP, 1894

LEGEND

- STRUCTURE
- STRUCTURE - REMOVED OR RELOCATED
- STRUCTURAL RUINS
- STRUCTURE DESTROYED BY FLOOD
- STRUCTURE REMOVED OR RELOCATED BY RAILROAD
- FENCE
- SPECIMEN TREE
- SPECIMEN TREE - REMOVED
- GARDEN
- RAILROAD
- ROAD
- ROAD - REMOVED OR RELOCATED

SITE BOUNDARY

STABLE, C. 1860
RESIDENCE, C. 1880
ARMORY STABLE, GONE BY 1877
RESIDENCE, C. 1880
RESIDENCE
COMMERCIAL BLDG., C. 1880
TOWN PUMP
PRESBYTERIAN CHURCH
TOWN JAIL, C. 1870
UNKNOWN STRUCTURES C. 1890
RESIDENCE
WOOD STREET
JEFFERSON ROCK
CLIFFSIDE TRAIL
JEFFERSON ROCK TRAIL
ST. JOHN'S PROTESTANT EPISCOPAL CHURCH
RESIDENCE, GONE BY 1870
ST. PETER'S ROMAN CATHOLIC CHURCH, RENOVATED 1896
BELL TOWER, C. 1880, GONE BY C. 1896
STONE WALL, C. 1880
PRIVY
ST. PETER'S RECTORY
ST. PETER'S SCHOOL, 1886
SHENANDOAH STREET
RESIDENCE
RESIDENCE
RESIDENCE
GARDEN, C. 1880
COMMERCIAL BLDG., C. 1890 GONE BY C. 1900
RESIDENCE
RESIDENCE
GARDEN, C. 1880
RESIDENCE
UNKNOWN STRUCTURE C. 1890
RESIDENCE
RESIDENCE
SHED, C. 1890
UNKNOWN STRUCTURE C. 1890
RESIDENCE, RUINS BY C. 1875
UNKNOWN STRUCTURE GONE BY 1898, REBUILT COMMERCIAL BLDG. 1898
COMMERCIAL BLDG.
RESIDENCE, GONE BY 1877
SHED, C. 1890
RESIDENCE, GONE BY 1889
SHENANDOAH RIVER
SHENANDOAH "ROPE" FERRY LANDING 1801 UNTIL 1882
BRIDGE STREET
RESIDENCE
COMMERCIAL BLDG.
UNKNOWN STRUCTURE
PRIVY
RESIDENCE, GONE BY 1889
RESIDENCE
RESIDENCE
STABLE REBUILT BY 1890
COMMERCIAL BLDG.
COMMERCIAL BLDG. (PORTION OF BREWERY)
COMMERCIAL BLDG., C. 1895 (ADDITION TO BREWERY)
COMMERCIAL BLDG. C. 1880 (PORTION OF BREWERY)
COMMERCIAL BLDG., C. 1882
COMMERCIAL BLDG., C. 1868
COMMERCIAL BLDG., C. 1877
RESIDENCE
RESIDENCE
RESIDENCE
STABLE
RESIDENCE
GARDEN
CHURCH STREET
PUBLIC WALK
PRIVIES
UNKNOWN STRUCTURE
UNKNOWN STRUCTURE
SMOKEHOUSE
UNKNOWN STRUCTURE C. 1890
RESIDENCE
COMMERCIAL BLDG.
COMMERCIAL BLDG., GONE BY 1882
COMMERCIAL BLDG.
COMMERCIAL BLDG.
STONE WALL, C. 1890
UNKNOWN STRUCTURE, RUINS BY 1870
RESIDENCE
COMMERCIAL BLDG.
COMMERCIAL BLDG., C. 1900
STONE BLDG. REPLACED BY FRAME BLDG., C. 1894
RESIDENCE, DAMAGED BY FIRE 1898, RUINS
RESIDENCE, DESTROYED BY FIRE 1898
COMMERCIAL BLDG., DESTROYED BY FIRE 1898
COMMERCIAL BLDG., DESTROYED BY FIRE 1898
STONE BLDG. DAMAGED BY FIRE 1898 REPLACED BY BRICK BLDG. C. 1900
ALLEY
RESIDENCE C. 1890
HIGH STREET
COMMERCIAL BLDG.
COMMERCIAL BLDG.
UNKNOWN STRUCTURE, GONE BY 1890
COMMERCIAL BLDG.
COMMERCIAL BLDG.
RESIDENCE
RESIDENCE
RESIDENCE
COMMERCIAL BLDGS., C. 1868
COMMERCIAL BLDG. ENLARGED C. 1886-1890
COMMERCIAL BLDG.
COMMERCIAL BLDG.
COMMERCIAL BLDG., C. 1890
COMMERCIAL BLDG.
COMMERCIAL BLDG.
SHED, C. 1890
COMMERCIAL BLDG., C. 1880
COMMERCIAL BLDG.
COMMERCIAL BLDG.
POTOMAC RIVER
COMMERCIAL BLDG.
FIRE ENGINE HOUSE (JOHN BROWN FORT) DISMANTLED FOR CHICAGO BOARD 1893
CIVIL WAR INTERPRETIVE TABLETS, C. 1897
JOHN BROWN MONUMENT, C. 1895
STONE WALL, GONE BY 1894
RAILROAD EMBANKMENT, C. 1844
STONE WALL & CULVERT, C. 1844
STABLE, C. 1889, GONE BY 1894
COMMERCIAL BLDG., C. 1860, GONE BY 1894
RAILROAD PLATFORM STAIRS, C. 1860
PASSENGER RAILROAD STATION, C. 1894
COMMERCIAL BLDGS., C. 1860, GONE BY C. 1880
COMMERCIAL BLDG., C. 1880 MOVED TO END OF BLOCK 1894
COMMERCIAL BLDG. C. 1860 GONE BY C. 1880
COMMERCIAL BLDG., C. 1860, GONE BY C. 1886
POTOMAC STREET
UNKNOWN STRUCTURE, C. 1894
COMMERCIAL BLDG. C. 1868, GONE BY 1894
COMMERCIAL BLDG. GONE BY 1894
COMMERCIAL BLDG. C. 1890
SHEDS, C. 1890
BRICK BLDG., C. 1870 REPLACED BY HOTEL ANNEX, C. 1880
WINDMILL / WATER TOWER, C. 1890
RESIDENCE, C. 1880
SHED, C. 1880
GARDEN
STONE WALL RAISED, C. 1894
RESIDENCE
COMMERCIAL BLDG., REAR ADDITION, C. 1891
SHED, C. 1890
ADDITION, GONE BY 1869
OIL STORAGE
LIVERY STABLE
RAILROAD BRIDGE, C. 1894
RAILROAD OFFICE, C. 1894
UNKNOWN STRUCTURE, C. 1894
RAILROAD BRIDGE, C. 1894
B & O FREIGHT BLDG., C. 1870
STONE WALL, GONE BY C. 1894
DISMANTLED PORTION OF BRIDGE, C. 1894
BOLLMAN BRIDGE COMPLETED 1870
TOLL ROAD
DISMANTLED TRACK, C. 1894
TOLL HOUSE, C. 1894
SHENANDOAH BRIDGE, C. 1882, DESTROYED BY FLOOD 1889, REBUILT 1890
COMMERCIAL BLDGS., C. 1860
UNKNOWN STRUCTURE, C. 1890
COMMERCIAL BLDGS., C. 1880
COMMERCIAL BLDG., C. 1880
SHED, C. 1870, REPLACED BY COMMERCIAL BLDG., C. 1880
SHEDS, C. 1890
COMMERCIAL BLDG., C. 1870
COMMERCIAL BLDG., C. 1880
COMMERCIAL BLDG., C. 1880

DESIGNED:	NORTH	TITLE OF SHEET	DRAWING NO.
DRAWN: M. DELAY	SCALE: 1"=50' (0 25 50)	**HISTORIC BASE MAP: 1865 - 1900**	385 / 80,067
TECH. REVIEW: C. GILBERT		CULTURAL LANDSCAPE REPORT: LOWER TOWN HARPERS FERRY NATIONAL HISTORICAL PARK	PKG. NO. 320 / SHEET 5 OF 16
DATE: NOVEMBER 91			

1993

3,59-60

U.S. GOVERNMENT PRINTING OFFICE - 1987-581-281

SOURCES

NPS 389/40.0 TOPOGRAPHIC MAP - FLOOD LEVELS LOWER TOWN HARPERS FERRY

PHOTO COLLECTION - HARPERS FERRY NATIONAL HISTORICAL PARK

FIELD OBSERVATIONS 1990-91

SALISBURY PERRYS FIRE INSURANCE MAPS, 1902, 1907, 1912, 1922, 1935

PLAN SHOWING THE RIGHT OF WAY, BUILDINGS AND TRACKS, HARPERS FERRY, W.V., 1915

DEPARTMENT OF HIGHWAYS, PLAN AND PROFILE OF CLASS "A" ROAD RTE 340, 1921

1937 AERIAL PHOTOGRAPH COLLECTION

LEGEND

- STRUCTURE
- STRUCTURE - REMOVED OR RELOCATED
- STRUCTURAL RUINS
- STRUCTURE DESTROYED BY FLOOD
- STRUCTURE REMOVED OR RELOCATED BY RAILROAD
- FENCE
- SPECIMEN TREE
- SPECIMEN TREE - REMOVED
- GARDEN
- RAILROAD
- ROAD
- ROAD - REMOVED OR RELOCATED

CLIFF TRAIL, SIDE TRAIL OF THE APPALACHIAN TRAIL, C. 1930

SITE BOUNDARY

ST. JOHN'S EPISCOPAL CHURCH, RUINS BY 1933

JEFFERSON ROCK

RESIDENCE, GONE BY 1942

UNKNOWN STRUCTURES

RESIDENCE

PORTION OF RESIDENCE GONE BY 1942

COMMERCIAL BLDG, GONE BY 1936 OR 1942

TOWN PUMP

RESIDENCE, C. 1913 GONE BY 1972

TOWN JAIL

COMMERCIAL BLDG, RUINS BY 1944

STABLE, GONE BY 1936

RESIDENCE, GONE BY 1942

SHED, C. 1913, GONE BY 1944

RESIDENCE, GONE BY 1942

WOOD STREET

SHENANDOAH STREET

JEFFERSON ROCK TRAIL

ST. PETER'S ROMAN CATHOLIC CHURCH

ST. PETER'S RECTORY

STONE WALLS & SHRUBS

PRIVY

ST. PETER'S SCHOOL

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

SHED, GONE BY 1955

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

MOSS STREET

SHED, GONE BY 1922

COMMERCIAL BLDG., C. 1907 GONE BY 1936

SHED, C. 1907, GONE BY 1955

SHED, C. 1907, GONE BY 1922

RESIDENCE BLDG., GONE BY 1907

COMMERCIAL BLDG., GONE BY 1942

COMMERCIAL BLDG., GONE BY 1942

SHED, C. 1913, GONE BY 1922

RESIDENCE, GONE BY 1942

AUTO REPAIR GARAGE, 1929 GONE BY 1936

BLACKSMITH, C. 1922 GONE BY 1942

SHENANDOAH RIVER

BALTIMORE STREET

RESIDENCE GONE BY 1936

RESIDENCE, GONE BY 1942

RESIDENCE, GONE BY 1942

UNKNOWN STRUCTURE GONE BY 1912

COMMERCIAL BLDG., GONE BY 1942

SHED C. 1913, GONE BY 1922

STABLE, C. 1907 GONE BY 1922

BREWERY & BOTTLING WORKS, GONE BY 1942

PORTION OF BREWERY & BOTTLING WORKS, GONE BY 1933

FERRY LANDING, 1936

COMMERCIAL BLDG.

COMMERCIAL BLDG.

COMMERCIAL BLDG.

COMMERCIAL BLDG., GONE BY 1944

RESIDENCE

RESIDENCE

RESIDENCE

STABLE, RUINS BY 1944

RESIDENCE

GARDEN

SMOKEHOUSE, RUINS BY 1933

UNKNOWN STRUCTURE, C. 1912

GARAGE

CHURCH STREET

PRIVIES, GONE BY 1944

STEPS TO CHURCH, C. 1907

SHED, C. 1907

COMMERCIAL BLDG., C. 1900

COMMERCIAL BLDG.

RESIDENCE

RESIDENCE

GARAGE

PUBLIC WALK

HIGH STREET

UNKNOWN STRUCTURE, GONE BY 1944

RESIDENCE, GONE BY 1944

COMMERCIAL BLDG., GONE BY 1944

COMMERCIAL BLDG., GONE BY 1944

RUINS, GONE BY 1944

COMMERCIAL BLDG., C. 1902, GONE BY 1912, COMMERCIAL BLDG., C. 1935

COMMERCIAL BLDG., C. 1907 (COMBINED WITH EXISTING STRUCTURE)

ALLEY

COMMERCIAL BLDG.

ADDITION GONE BY 1922

COMMERCIAL BLDG., ADD 1914

COMMERCIAL BLDG., DESTROYED BY FIRE 1915, GAS STATION C. 1930, GONE BY 1944

COMMERCIAL BLDG.

COMMERCIAL BLDG.

MARKET STREET

STORAGE SHED, C. 1912

RESIDENCE, GONE BY 1936

GARAGE, C. 1933 GONE BY 1944

RESIDENCE, GONE BY 1907

GARDEN

SHED GONE BY 1933

RESIDENCE, GONE BY 1936

RESIDENCE

GARAGE, C. 1902

COMMERCIAL BLDG.

SHED, GONE BY 1902

COMMERCIAL BLDG., GONE BY 1942

CREAMERY, C. 1924, GONE BY 1936

RESIDENCE

COMMERCIAL BLDG.

COMMERCIAL BLDG.

COMMERCIAL BLDG., ADDITIONS REMOVED BY 1944

COMMERCIAL BLDG.

COMMERCIAL BLDG., ADDITIONS REMOVED BY 1944

COMMERCIAL BLDG.

COMMERCIAL BLDG., ADDITIONS REMOVED BY 1944

SHED, GONE BY 1944

COMMERCIAL BLDG.

COMMERCIAL BLDG.

COMMERCIAL BLDG., RENOVATED BY 1922

COMMERCIAL BLDG.

POTOMAC RIVER

HEDGE, C. 1931

CIVIL WAR INTERPRETIVE TABLETS RELOCATED, C. 1931

JOHN BROWN MONUMENT

PASSENGER SHED, C. 1902, RELOCATED, 1931

RAILROAD PASSENGER STATION, RELOCATED 1951

TEMPORARY RTE. 340, 1936 (WOOD PLANK PART OF RAILROAD BRIDGE)

CIVIL WAR INTERPRETIVE TABLETS, C. 1931

BAND STAND, C. 1910 RELOCATED, 1922

RTE. 340 RAMP, 1936

RTE. 340 ROAD IMPROVEMENTS, 1972

COMMERCIAL BLDG.

COMMERCIAL BLDG.

COMMERCIAL BLDG., C. 1907, GONE BY 1942

COMMERCIAL BLDG.

SHEDS, REPLACED BY 1907

HOTEL CORNER, GONE BY 1938

COMMERCIAL BLDG., C. 1935 GONE BY 1944

COMMERCIAL BLDG.

COMMERCIAL BLDG.

SHEDS

COMMERCIAL BLDG.

COMMERCIAL BLDG., GONE BY C. 1924

GARAGES, C. 1933

COMMERCIAL BLDG.

COMMERCIAL BLDG. REPLACED BY 1933

UNKNOWN STRUCTURE GONE BY 1907, SHED, C. 1935, GONE BY 1944

COMMERCIAL BLDG., GONE BY 1907

RAILROAD OFFICE, GONE BY 1922

RAILROAD OFFICE, GONE BY 1922

FREIGHT HOUSE

SHED, C. 1922, GONE BY 1944

BOLLMAN BRIDGE TOLL ROAD, GONE BY 1936

COMMERCIAL BLDG., C. 1902 GONE BY 1907

TOLL HOUSE GONE BY C. 1941

SHENANDOAH BRIDGE, GONE BY 1936

COMMERCIAL BLDG., GONE BY 1907, COMMERCIAL BLDG., C. 1922 GONE BY 1944

DESIGNED:	NORTH	TITLE OF SHEET: HISTORIC BASE MAP: 1900 - 1944	DRAWING NO. 385 80,067
DRAWN: M. DELAY	SCALE: 1"=50' (0, 25, 50)	CULTURAL LANDSCAPE REPORT: LOWER TOWN HARPERS FERRY NATIONAL HISTORICAL PARK	PKG. NO. 320
TECH. REVIEW: C. GILBERT			SHEET 6 OF 16
DATE: NOVEMBER 91			

☆U.S. GOVERNMENT PRINTING OFFICE: 1987-581-281

1993

3.94-95

SOURCES

NPS 389/40.0 TOPOGRAPHIC MAP - FLOOD LEVELS LOWER TOWN HARPERS FERRY

PHOTO COLLECTION - HARPERS FERRY NATIONAL HISTORICAL PARK

FIELD OBSERVATIONS 1990-91

ARCHITECTURAL BASE MAP OF HARPERS FERRY THE LOWER TOWN - DEMOLITION PLAN, 1955

HF 30:09 PARKING AREA, 1957

HF 30:33 CHURCH STREET IMPROVEMENTS, 1968

HF 30:00A MASTER PLAN HARPERS FERRY NATIONAL HISTORICAL PARK, 1964

HF 30:43 OVERFLOW PARKING, 1964

HF 31:16B RESTORATION OF HISTORIC STREETS, 1965

HF - PARKING AREA CHANGES, 1973

* SEE APPENDIX FOR BUILDING HISTORIES

LEGEND

- STRUCTURE
- STRUCTURE - REMOVED OR RELOCATED
- STRUCTURAL RUINS
- STRUCTURE DESTROYED BY FLOOD
- STRUCTURE REMOVED OR RELOCATED BY RAILROAD
- FENCE
- SPECIMEN TREE
- SPECIMEN TREE - REMOVED
- GARDEN
- RAILROAD
- ROAD
- ROAD - REMOVED OR RELOCATED
- ROAD - REMOVED OR RELOCATED
- STRUCTURE REMOVED BY NATIONAL PARK SERVIICE
- #17 NPS STRUCTURE NUMBER*

SITE BOUNDARY

RESIDENCE, RUINS

#48

#84

UNKNOWN STRUCTURES (PORCHES REMOVED, 1962)

PRESBYTERIAN CHURCH RUINS

TOWN PUMP

TOWN JAIL, REMOVED BY TOWN OF HARPERS FERRY, 1952

ST. JOHN'S EPISCOPAL CHURCH RUINS

JEFFERSON TRAIL IMPROVEMENTS, 1965 & 1975

CLIFF TRAIL, APPALACHIAN TRAIL, 1985

CHURCH STREET REALIGNMENT, 1963

ST. PETER'S PARKING LOT, 1963

ST. PETER'S ROMAN CATHOLIC CHURCH

ST. PETER'S RECTORY

PRIVY RUINS

STONE WALLS

EMPLOYEE PARKING, 1991

RUINS, COLLAPSED BY 1960

#42

#37

#38

#40

#41

#45

#44

#43

#46

PARKING AREA, 1959 SHUTTLE BUS DROP-OFF, 1990

BUS SHELTER, 1990

PORCH REBUILT, 1976

LIMIT ACCESS ROAD, 1991

PARKING ACCESS ROAD, 1959

PARKING ACCESS ROAD, 1984

PEDESTRIAN TRAIL, 1991

FOUNDATION OUTLINES, 1990

PARKING AREA, 1957 UNTIL 1972

RUINS, COLLAPSED BY 1957

#33

#34

#35

#36

#34A

#33A

#30

#31

#32

#29

#21

#19

#10

#3

#1

#14

#15

#5

#7

#11A

#10A

#12A

#12

#11

#10

#9

#8

#83

MCADAMIZED PAVEMENT, 1963 (POTOMAC STREET, PORTION OF SHENANDOAH STREET)

MCADAMIZED PAVEMENT, 1991 (PORTION OF HIGH SHENANDOAH STREET)

PARKING AREA, 1956 UNTIL 1963

EMPLOYEE PARKING, 1955 UNTIL 1966

ARTILLERY SHED EXHIBIT, C. 1961 REPLACED BY NEW BUILDING, C. 1973 COLLAPSED BY 1990

JOHN BROWN MONUMENT

CIVIL WAR INTERPRETIVE TABLETS, RELOCATED AT POINT, C. 1970

STONE WALL, 1965

FIRE ENGINE HOUSE (JOHN BROWN'S FORT) MOVED TO PRESENT LOCATION, 1968

FOUNDATION OUTLINE, 1965

FREIGHT HOUSE, COLLAPSED BY 1963

PARKING AREA, 1957 UNTIL 1963

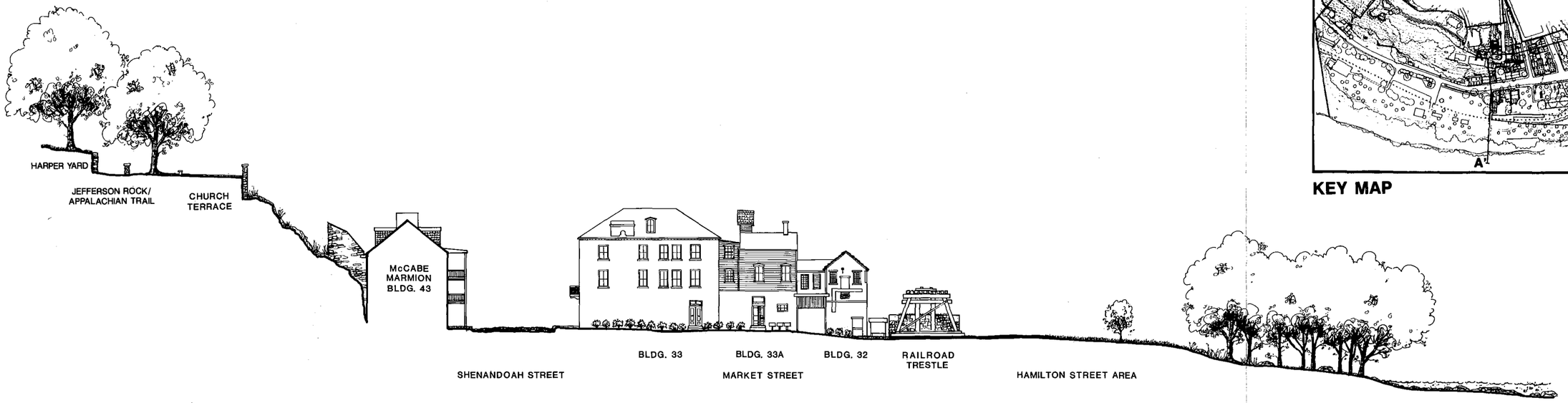
CIVIL WAR INTERPRETIVE TABLETS, C. 1970

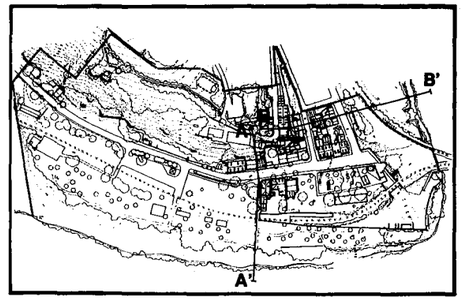
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DRAWN: M. DELAY	SCALE: 1"=50' (0 25 50)		PKG. NO. 320
TECH. REVIEW: C. GILBERT			SHEET 7 OF 16
DATE: NOVEMBER 91			

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1993

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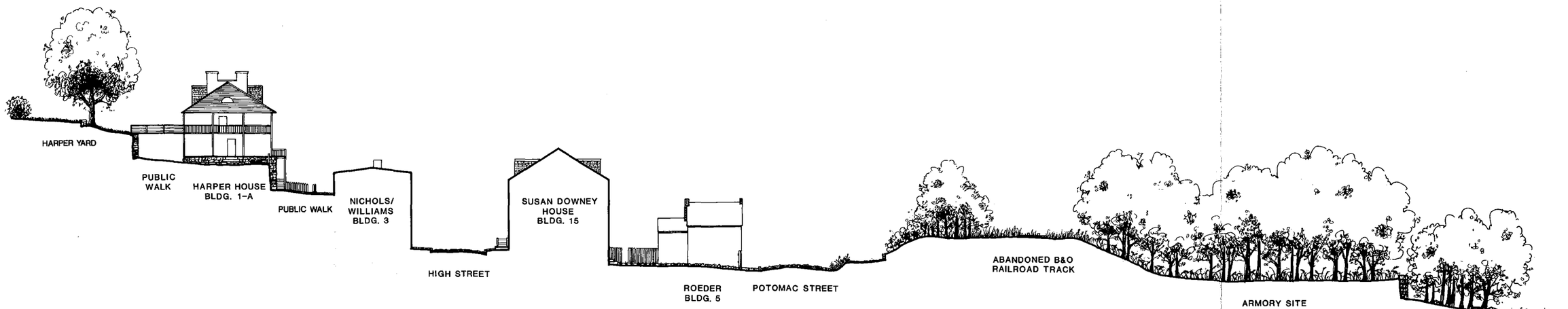


KEY MAP

SECTION A - A'

HORIZONTAL AND VERTICAL SCALE

20 10 0 20 40



SECTION B - B'

HORIZONTAL AND VERTICAL SCALE

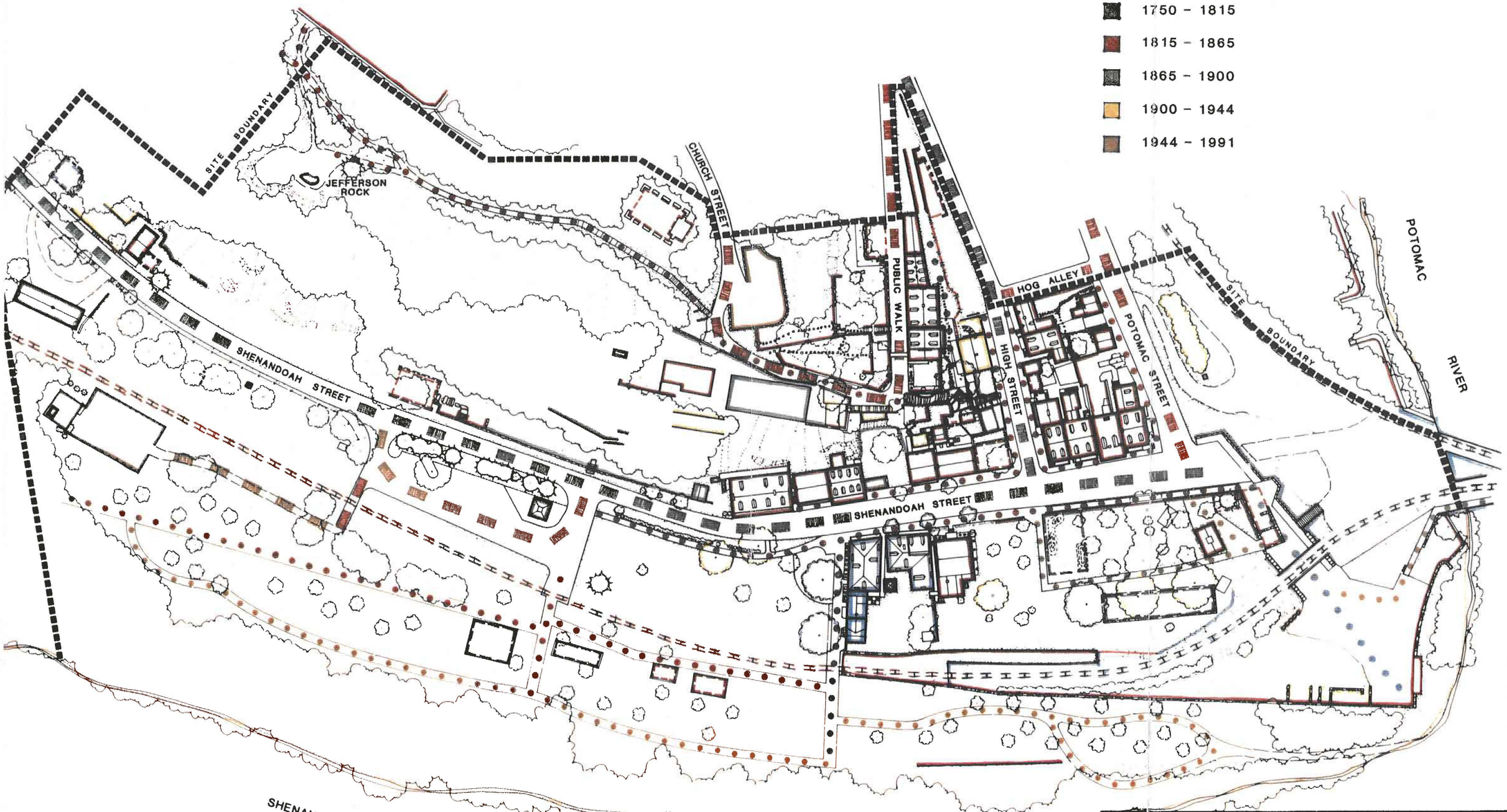
20 10 0 20 40

DESIGNED:		TITLE OF SHEET: **EXISTING CONDITIONS SECTIONS** CULTURAL LANDSCAPE REPORT: LOWER TOWN HARPERS FERRY NATIONAL HISTORICAL PARK	DRAWING NO. 385 80,067
DRAWN: M. DELAY			PKG. NO. 320 / SHEET 8
TECH. REVIEW: C. GILBERT			OF 16
DATE: APRIL /91			

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1993

3-143-44



DESIGNED

DRAWN M. DELA

TECH. REVIEW C. GILBERT

DATE APRIL '91

SUB SHEET NO

NORTH

SCALE: 1"=40'

0 25 50

TITLE OF SHEET

HISTORIC SYNTHESIS

CULTURAL LANDSCAPE REPORT:
LOWER TOWN HARPERS FERRY
NATIONAL HISTORICAL PARK

DRAWING NO 385 80,061

PKG. NO. 520

SHEET 9 OF 16

1993

4-5406

ZONE I AREAS WITH A HIGH DEGREE OF SIGNIFICANCE AND LANDSCAPE INTEGRITY RELATING TO ALL HISTORIC PERIODS.

ZONE II AREAS WITH SIGNIFICANCE ASSOCIATED WITH ALL HISTORIC PERIODS BUT WITH LITTLE LANDSCAPE INTEGRITY DUE TO THE LOSS OF ORIGINAL MATERIAL. THESE INCLUDE AREAS THAT HAVE BEEN EITHER TOTALLY OR PARTIALLY RECONSTRUCTED.

ZONE III AREAS WITH HISTORICAL SIGNIFICANCE AND LANDSCAPE INTEGRITY RELATING TO SOME PERIODS, BUT NOT ALL.

ZONE IV AREAS WITH HISTORICAL SIGNIFICANCE, BUT NO EXTANT LANDSCAPE FEATURES, AND NO CULTURAL LANDSCAPE INTEGRITY. THESE SITES ARE PRIMARILY ARCHEOLOGICAL SITES WITH POTENTIAL CULTURAL LANDSCAPE VALUE.

SCALE 0 25 50 100

NORTH

SITE BOUNDARY

JEFFERSON ROCK

CHURCH STREET

HILLSIDE

HARPER YARD

WAGER RESERVATION

ALLEY

POTOMAC RIVER

SITE BOUNDARY

RAILROAD YARD

SHENANDOAH STREET

BACK YARDS

STREETSCAPE

ARSENAL YARD

THE POINT

HAMILTON STREET

SHENANDOAH RIVER

DESIGNED:	SUB SHEET NO.	TITLE OF SHEET	DRAWING NO. 385 80,067
DRAWN: M. DELAY		**MANAGEMENT ZONES**	PKG. NO. 320
TECH. REVIEW: C. GILBERT		CULTURAL LANDSCAPE REPORT: LOWER TOWN HARPERS FERRY NATIONAL HISTORICAL PARK	SHEET 10 OF 16
DATE: APRIL / 91			

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1993

4-43

SOURCES / NOTES

NPS 385/40.0 TOPOGRAPHIC MAP
FLOOD LEVELS LOWER TOWN HARPERS FERRY, 1980

FIELD OBSERVATIONS 1990-91

*DEVELOPMENT DETAIL PLANS OF: JEFFERSON ROCK AREA, HARPER YARD HARPER GARDEN, WAGER BACKYARD & BACKYARDS (PKG. #115)

**ALL STRUCTURES DELINEATED ARE NON-EXTANT

LEGEND

- STRUCTURE
- STRUCTURAL RUINS
- STRUCTURE DELINEATED - ** RAISED STONE & BRICK WALL
- STRUCTURE DELINEATED - ** STONE OUTLINE
- STRUCTURE DELINEATED - ** STONE INTERIOR & OUTLINE
- RAILROAD
- MACADAM PAVEMENT
- CHIPSEAL AGGREGATE PAVEMENT
- ASPHALT PAVEMENT
- SHALE SIDEWALK
- CHIPSEAL PATH
- CRUSHED SHALE PATH
- RAILROAD TIES & CRUSHED STONE PATH
- CRUSHED STONE PATH
- STEPPING STONES
- SHALE CROSSWALK
- SHALE CROSSWALK HANDICAPPED ACCESSIBLE
- TREES & SHRUBS
- GARDEN
- C DEVELOPMENT DETAIL * AREAS
- FENCE

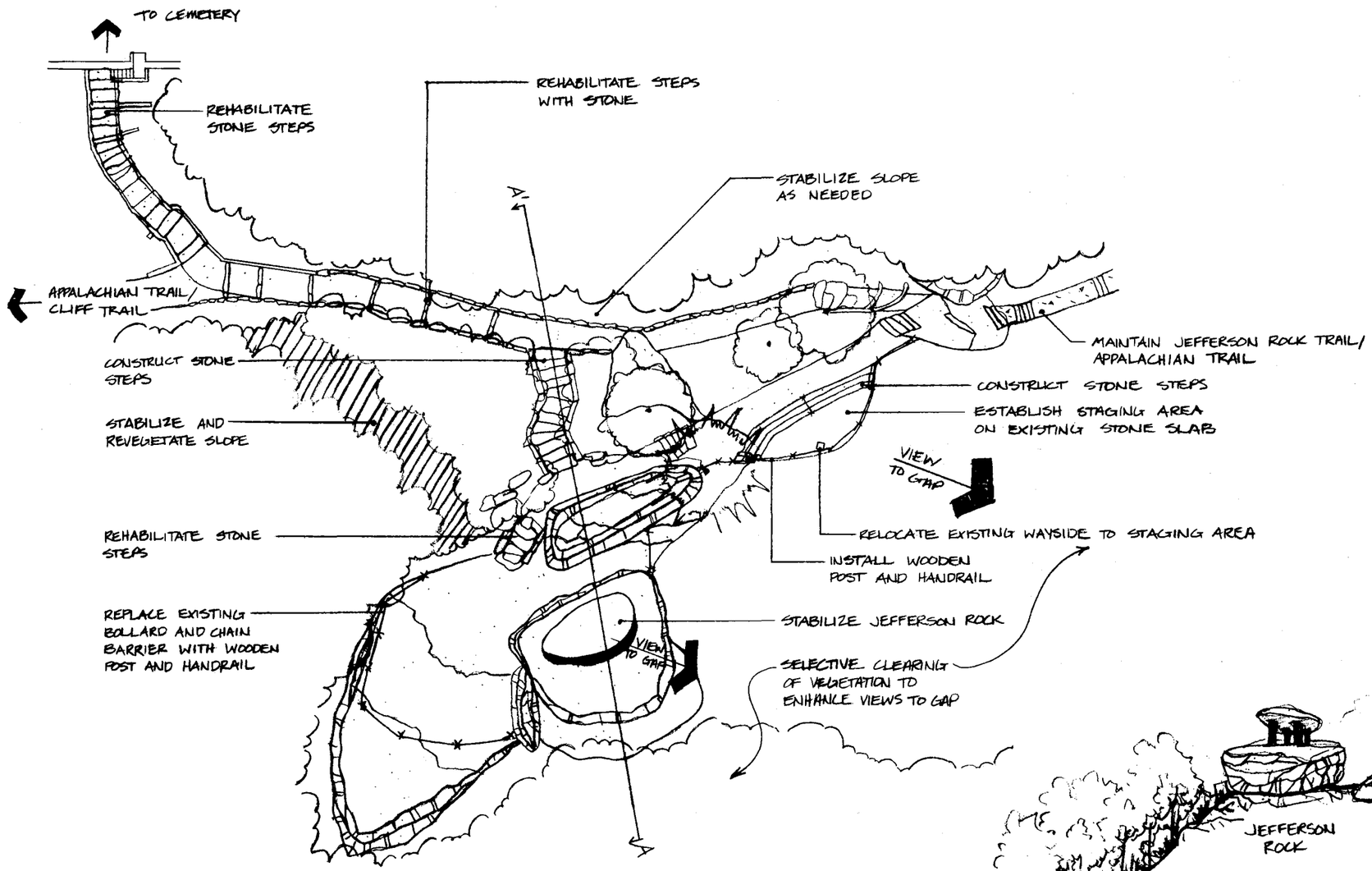
SITE BOUNDARY
STABILIZE ST. JOHN'S EPISCOPAL CHURCH RUINS
REDELINEATE TRAILS TO PREVENT SOCIAL TRAILS
APPALACHIAN TRAIL/ JEFFERSON ROCK TRAIL
CHURCH STREET
PARKING AREA FOR PARK RESIDENCES (BLDGS. #1C & #1D)
REESTABLISH FEATURES IN HARPER YARD - SEE DETAIL B
EXTEND SIDEWALK ALONG HIGH STREET
DELINEATE SIGNIFICANT COMMERCIAL & RESIDENTIAL STRUCTURES
SITE BOUNDARY
REHABILITATE HARPER GARDEN - SEE DETAIL C
RAILROAD YARD TO BE INCLUDED WITH MUSKET FACTORY, CULTURAL LANDSCAPE REPORT
REHABILITATE JEFFERSON ROCK AREA - SEE DETAIL A
SELECTIVE THINNING OF VEGETATION TO ENHANCE VIEW TO GAP
EXTEND SIDEWALK ALONG SHENANDOAH STREET
STABILIZED PRESBYTERIAN CHURCH RUINS
ST. PETER'S CATHOLIC CHURCH PARKING AREA
ST. PETER'S CATHOLIC CHURCH
ST. PETER'S RECTORY
PUBLIC WALK
HIGH STREET
HOG ALLEY
PUBLIC STREET
REDELINEATE FEATURES IN WAGER BACKYARDS - SEE DETAIL D
STABILIZE RUINS & DELINEATE FOUNDATION OF SMALL ARSENAL
DELINEATE SIGNIFICANT POST CIVIL WAR COMMERCIAL STRUCTURES
DELINEATE FOUNDATION LARGE ARSENAL
DELINEATE SUPERINTENDENT'S OFFICE
INTERPRETIVE STAGING AREA
JOHN BROWN'S FORT (FIRE ENGINE HOUSE)
PEDESTRIAN BRIDGE TO C&O CANAL & MARYLAND HEIGHTS
POTOMAC RIVER
WOOD STREET
PEDESTRIAN TRAIL
BOARD FENCE & FRAME STRUCTURE
SHENANDOAH STREET
BUS STAGING AREA
DELINEATE SIGNIFICANT COMMERCIAL & RESIDENTIAL STRUCTURES
REHABILITATE BACKYARDS (PKG. #115) - SEE DETAIL E
STABILIZE PRIVY
SHENANDOAH STREET
CIVIL WAR INTERPRETIVE TABLETS
DELINEATE B&O FREIGHT BUILDING
TICKET FENCE
INTERPRETIVE STAGING AREA
BOARD FENCE
HAMILTON STREET
MILL STREET
VIRGINIUS ISLAND PEDESTRIAN BRIDGE
DELINEATE GLOBE INN TO BE USED AS A INTERPRETIVE STAGING AREA
BRIDGE STREET
HAMILTON ALLEY
MARKET STREET
PEDESTRIAN TRAIL
MAINTAIN RIPARIAN VEGETATION
REESTABLISH VEGETABLE GARDEN FOR INTERPRETIVE PURPOSES
DELINEATE PAYMASTERS RESIDENCE
STABILIZE RUINS OF COMMERCIAL STRUCTURES
BOLLMAN BRIDGE REMNANTS EXHIBITED
DELINEATE MARKET HOUSE
PEDESTRIAN TRAIL
GARDEN PATH
SHENANDOAH RIVER

DESIGNED:	NORTH	TITLE OF SHEET: CULTURAL LANDSCAPE PLAN	DRAWING NO. 385 80,067
DRAWN: M. DELAY		CULTURAL LANDSCAPE REPORT: LOWER TOWN, HARPERS FERRY NATIONAL HISTORICAL PARK	PKG. NO. 520
TECH. REVIEW: C. GILBERT	SCALE: 1"=50' (0 25 50)		SHEET 11 OF 16
DATE: FEB. /92			

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1993

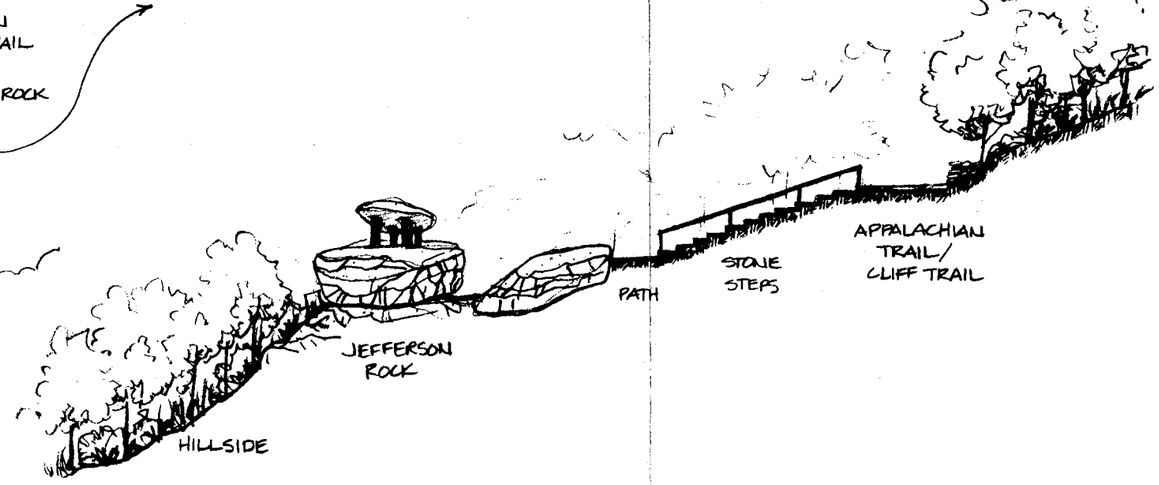
after 5-22.



A JEFFERSON ROCK AREA

SCALE: 1"=20'

10 5 0 10 30



SECTION A-A'

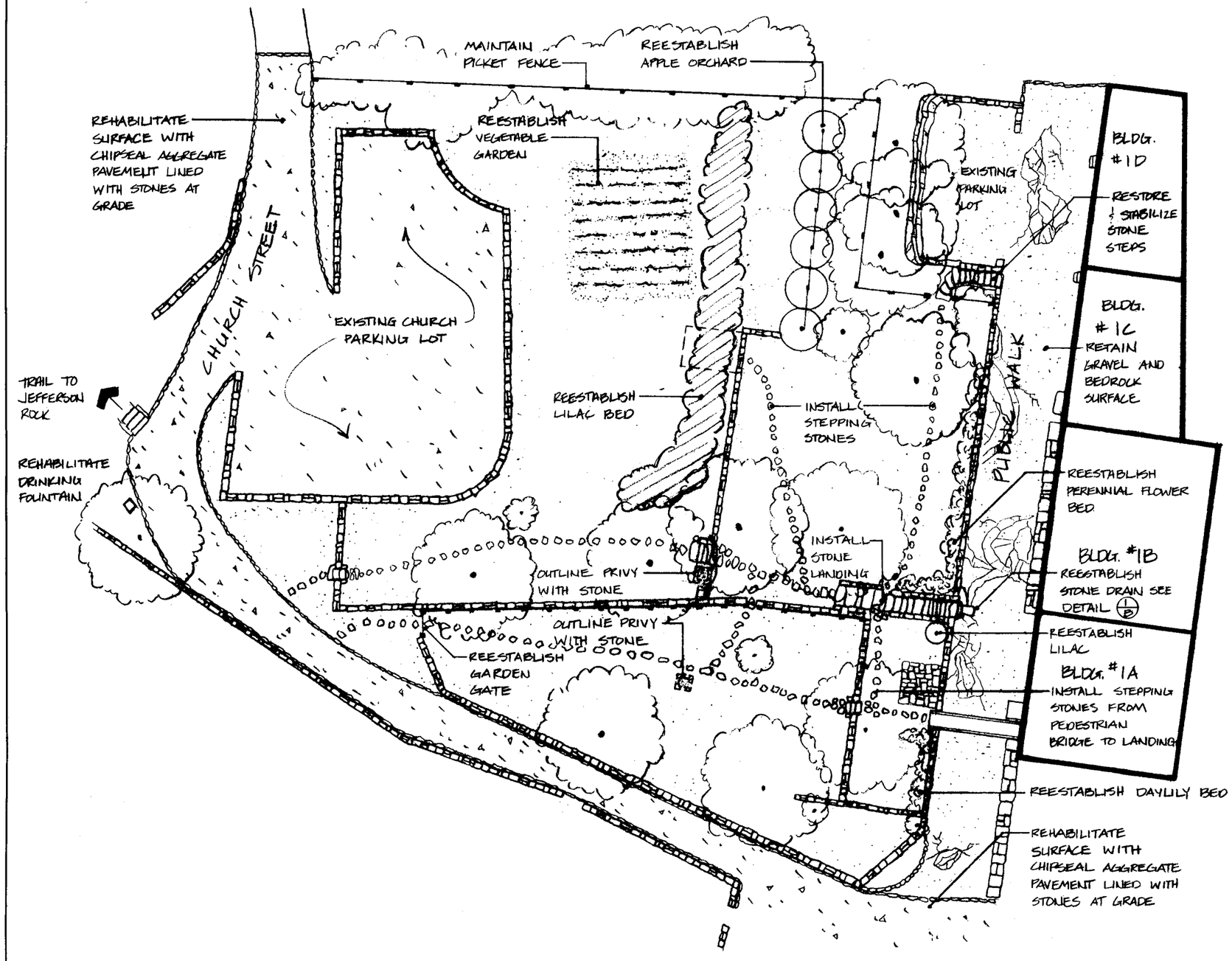
NO SCALE

DESIGNED: CLR TEAM DRAWN: M. JOSEPH TECH. REVIEW: C. GILBERT DATE: DEC/91		TITLE OF SHEET **JEFFERSON ROCK AREA DETAIL** CULTURAL LANDSCAPE REPORT: LOWER TOWN HARPERS FERRY NATIONAL HISTORICAL REPORT	DRAWING NO. 385 80,067 PKG. NO. 320 SHEET 12 OF 16

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1993

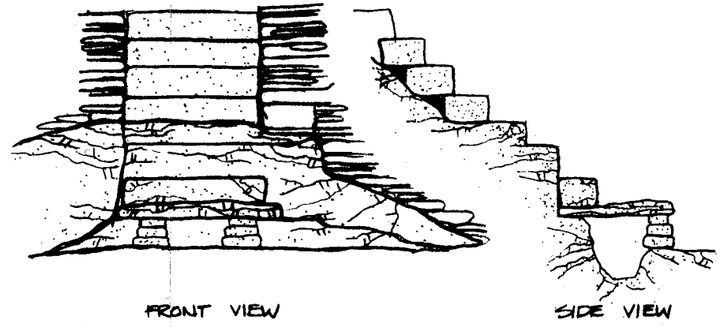
5-25-26



B HARPER YARD

SCALE: 1"=20'

10 5 0 10 30



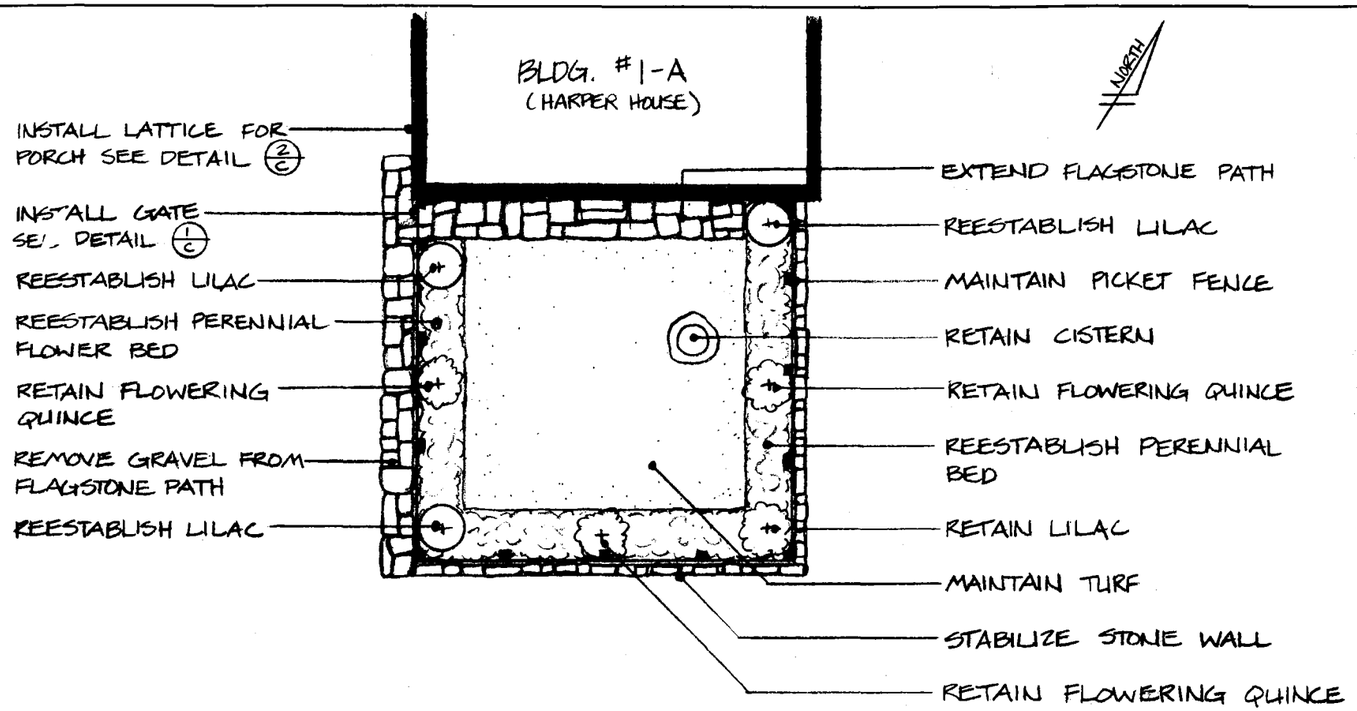
1/B STEP AND DRAINAGE DETAIL

NO SCALE

DESIGNED: CLR TEAM DRAWN: M. JOSEPH TECH. REVIEW: C. GILBERT DATE: DEC/91		TITLE OF SHEET **HARPER YARD DETAIL** CULTURAL LANDSCAPE REPORT: LOWER TOWN HARPERS FERRY NATIONAL HISTORICAL REPORT	DRAWING NO. 385 80,067 PKG. NO. 320 SHEET 13 OF 16

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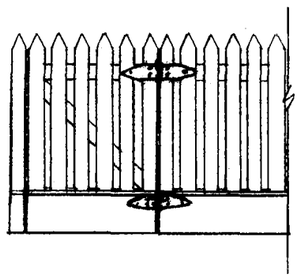
5-29 + 30



C HARPER GARDEN

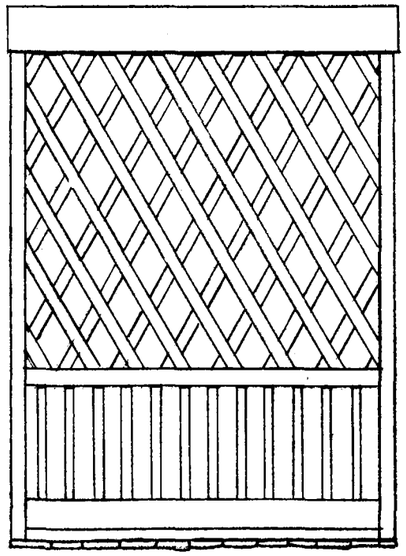
SCALE: 1"=10'

10 5 0 10



1/C FENCE AND GATE DETAIL

NO SCALE

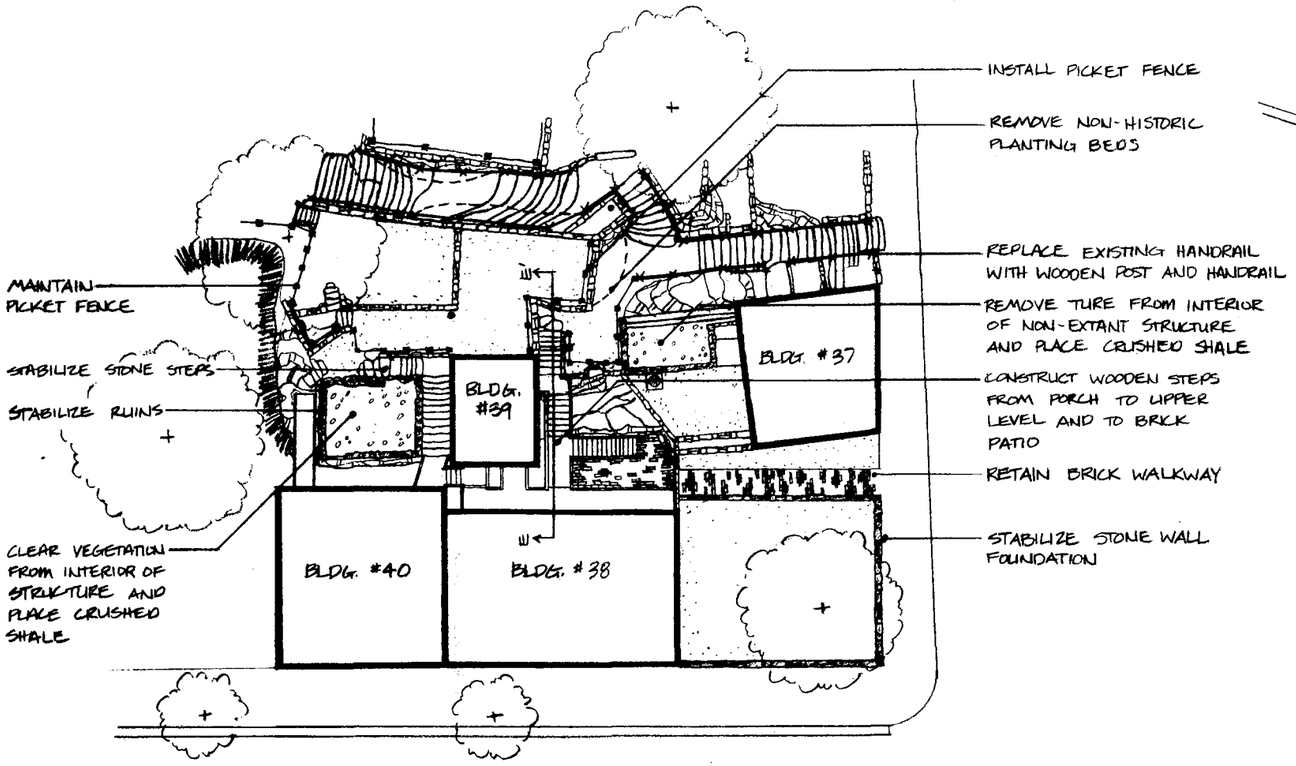


2/C WOODEN LATTICE ON PORCH

NO SCALE

DESIGNED: CLR TEAM DRAWN: M. JOSEPH TECH. REVIEW: C. GILBERT DATE: DEC/91		TITLE OF SHEET **HARPER GARDEN DETAIL** CULTURAL LANDSCAPE REPORT: LOWER TOWN HARPERS FERRY NATIONAL HISTORICAL REPORT	DRAWING NO. 385 80,067 PKG. NO. 320 / SHEET 14 OF 16

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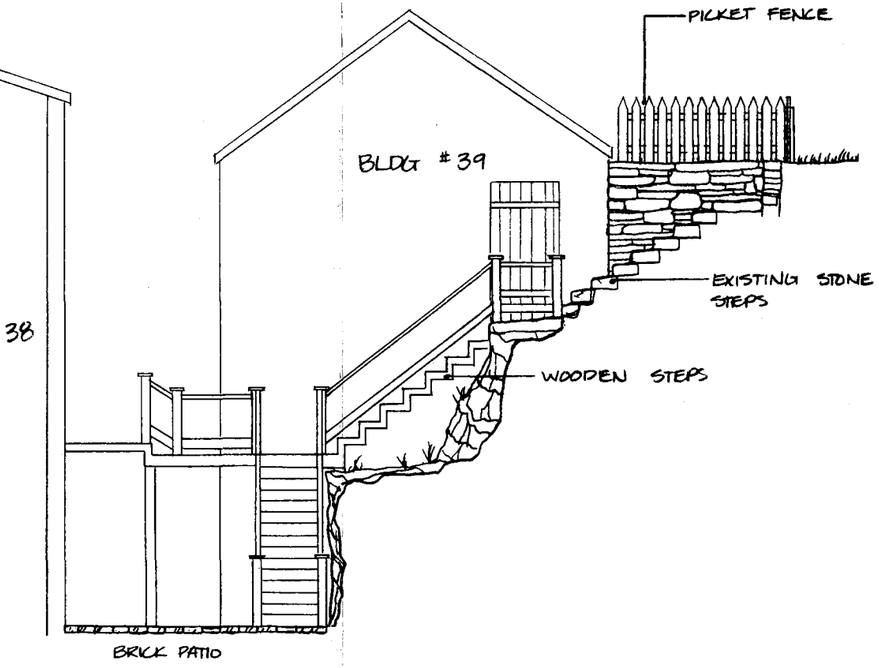


E BACKYARDS AND STONE STEPS

SCALE: 1"=20'

10 5 0 10 30

NORTH

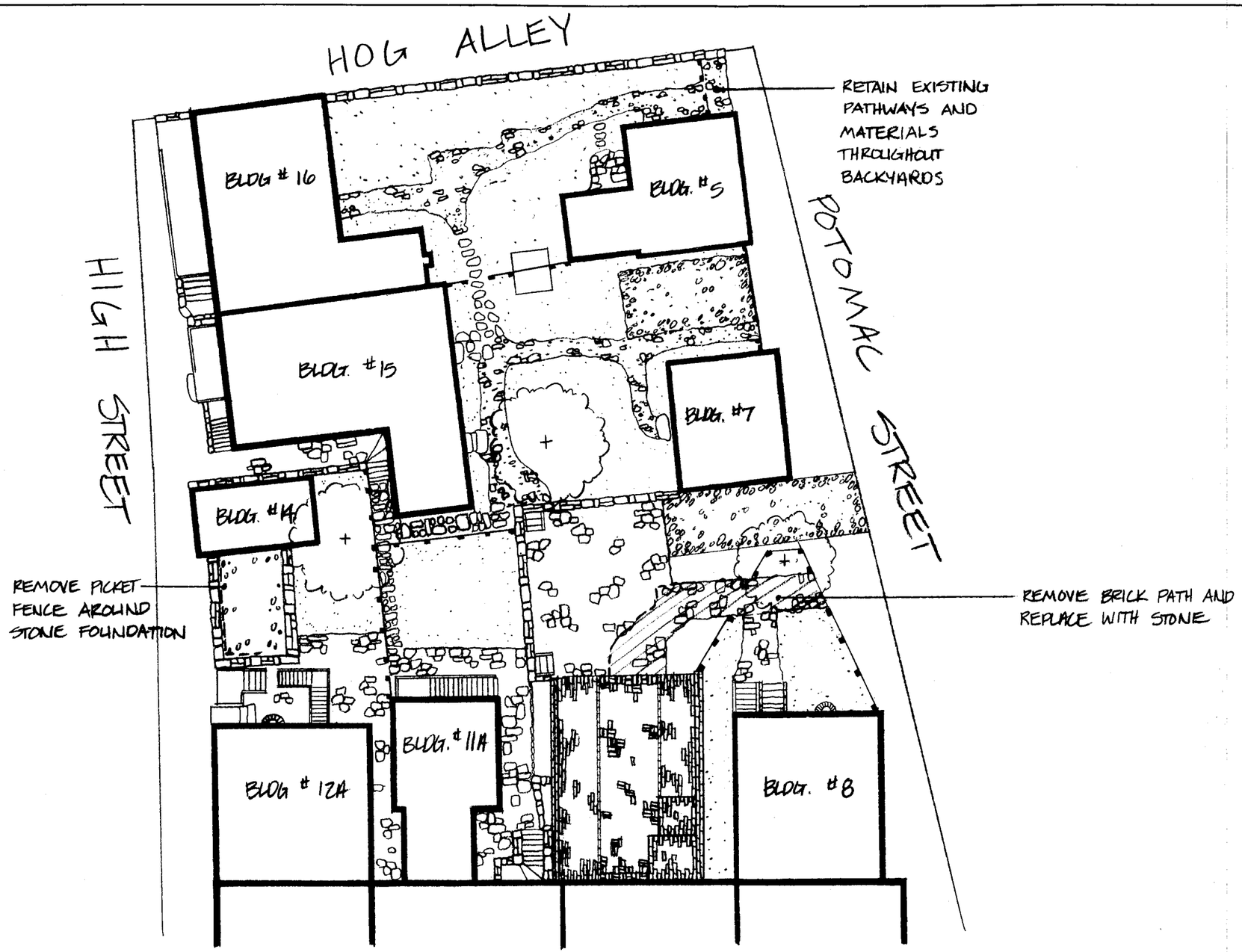


SECTION E-E'

NO SCALE

DESIGNED: CLR TEAM DRAWN: M. JOSEPH TECH. REVIEW: C. GILBERT DATE: DEC/91		TITLE OF SHEET **BACKYARDS AND STONE STEPS DETAIL** CULTURAL LANDSCAPE REPORT: LOWER TOWN HARPERS FERRY NATIONAL HISTORICAL REPORT	DRAWING NO. 385 80,067 PKG. NO. 320 SHEET 15 OF 16

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D WAGER BACKYARDS

SCALE: 1" = 20'

10 5 0 10 30

NORTH

DESIGNED: CLR TEAM DRAWN: M. JOSEPH TECH. REVIEW: C. GILBERT DATE: DEC/91		TITLE OF SHEET **WAGER BACKYARDS DETAIL** CULTURAL LANDSCAPE REPORT: LOWER TOWN HARPERS FERRY NATIONAL HISTORICAL REPORT	DRAWING NO. 385 80,067 PKG. NO. 320 SHEET 16 OF 16

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5-640 total