HISTORIC FURNISHINGS REPORT

EXTERIOR FURNISHINGS OF LOWER TOWN HARPERS FERRY

Harpers Ferry National Historical Park
Harpers Ferry, West Virginia

by
Sarah H. Heald
Staff Curator

Division of Historic Furnishings
Harpers Ferry Center
National Park Service
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APPROVED:

Terry R. Carlstrom
Deputy Regional Director, National Capitol Region
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Sarah Heald

ADMINISTRATIVE DATA

Established by Congress in 1944 as "a public memorial commemorating historical events at or near Harpers Ferry" (Public Law 386), Harpers Ferry National Historical Park initially tended to focus on the 1859-1865 period. Since 1980 greater emphasis has been placed on a broader period of interpretation that includes the entire nineteenth century.[1]

The *Interpretive Prospectus* for Harpers Ferry National Historical Park noted the need for a study of exterior furnishings.[2] The "Exterior Historic Furnishings Report" was undertaken as an element of the recently-completed *Cultural Landscape Report: Lower Town, Harpers Ferry National Historical Park*. Although the park presently has some outdoor furnishings, this study aims to refine and further develop the exterior furnishings and to place them within the context of park interpretive themes. When seen in conjunction with the recommendations of the *Cultural Landscape Report*, exterior furnishings will complement existing park interpretation and help highlight the history of the town of Harpers Ferry.

OVERVIEW and INTERPRETIVE OBJECTIVES

The 1980 *Interpretive Prospectus* for Harpers Ferry National Historical Park noted, "some of the buildings now have signs, stacked stove wood, and barrels as exterior furnishings. This gives a less sterile appearance to the town....Possibilities for additional exterior furnishings on the main streets and in the 'courtyard' behind buildings 8 through 12 should be the subject of a study."[3] The goal of the "Exterior Furnishings Plan" for Harpers Ferry Park, then, is to make Lower Town more lively and help convey a sense of the volume and nature of commercial and domestic activity in the town.

The *Interpretive Prospectus* notes a revised restoration policy whereby "...to broaden the historical significance of the lower town for interpretation and lessen the need for major changes to buildings, the period of historic restoration has been

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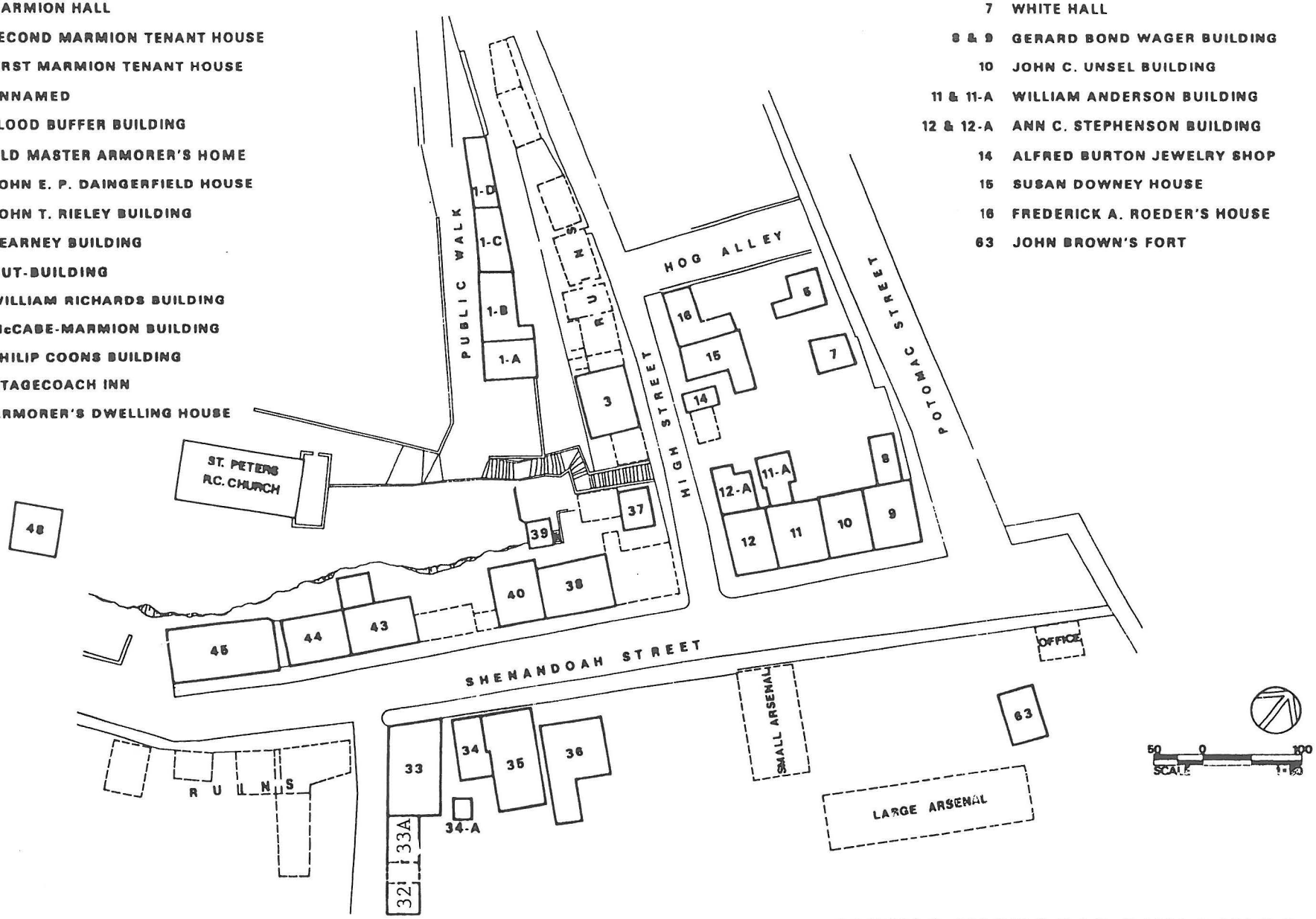
[1] National Park Service, *Interpretive Prospectus: Harpers Ferry National Historical Park*, (Harpers Ferry Center, 1980), p. 1.

[2] Ibid., p. 25.

[3] Ibid.

1-A HARPER HOUSE
1-B MARMION HALL
1-C SECOND MARMION TENANT HOUSE
1-D FIRST MARMION TENANT HOUSE
3 UNNAMED
32 & 33 FLOOD BUFFER BUILDING
34 & 35 34A OLD MASTER ARMORER'S HOME
36 JOHN E. P. DAINGERFIELD HOUSE
37 JOHN T. RIELEY BUILDING
38 TEARNEY BUILDING
39 OUT-BUILDING
40 WILLIAM RICHARDS BUILDING
43 McCABE-MARMION BUILDING
44 PHILIP COONS BUILDING
45 STAGECOACH INN
48 ARMORER'S DWELLING HOUSE

5 FREDERICK A. ROEDER'S STORE
7 WHITE HALL
8 & 9 GERARD BOND WAGER BUILDING
10 JOHN C. UNSEL BUILDING
11 & 11-A WILLIAM ANDERSON BUILDING
12 & 12-A ANN C. STEPHENSON BUILDING
14 ALFRED BURTON JEWELRY SHOP
15 SUSAN DOWNEY HOUSE
16 FREDERICK A. ROEDER'S HOUSE
63 JOHN BROWN'S FORT



EXISTING HISTORIC BUILDINGS IN LOWER TOWN

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extended to encompass the entire nineteenth century."[4] Although park interpretation spans the entire nineteenth century, historically furnished interiors focus on the 1859-1865 period. To be consistent with the interior interpretation, building use in the exterior furnishings plan is also based upon these years. (For those buildings not yet standing, or substantially modified since the Civil War [buildings 3, 33, and 37], the exterior furnishings present the structure as it most likely appeared at the time to which it is currently restored.) In fact, many of the types of exterior furnishings were in Harpers Ferry in the late-nineteenth century and the mid-nineteenth century, although their forms may have changed--an 1890s carriage looked different from a mid-century one.[5]

The plan adds to and revises exterior furnishings already on display in the park. Many of the present furnishings will be modified, some entirely new types of exterior artifacts will be added.

Elements of the exterior furnishings plan will highlight Harpers Ferry's commercial activity and its reliance upon a number of different forms of transportation, one of the park's major interpretive themes. Store signs, crates, barrels, and wagons and carts reinforce visually what visitors learn in park exhibitions, historic interiors, and interpretive programs regarding the character of rail, canal, and road traffic and what was commercially available in Harpers Ferry. Potted plants above storefronts and chairs on porches can help visitors recognize that, although they do not see all the domestic comings and goings of nineteenth-century Harpers Ferry, people did live in these spaces. While some exterior furnishings will be similar to what park visitors have in their own homes, such as window boxes or sun shades, other artifacts will highlight how life in nineteenth-century Harpers Ferry was different, such as pails for carrying water since buildings did not have running water and clothes drying on outdoor lines.

Window treatments were installed in some of the park buildings in 1985 and in 1992.[6] Although not strictly exterior furnishings, this plan includes window treatments for the remaining structures since they are a vital part of the overall streetscape appearance. Like historic signs accompanying historically furnished interiors, window treatments will be a part of the interior historical furnishings for the first floor of buildings 16, 7, 34, and 35.

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[4] Ibid., p. 1.

[5] The window boxes and potted plants on window sills are the only exception to this generalization. Not until the 1880s did people tend to leave flowers on their window ledges or put them in window boxes. See Tovah Martin, "Gardening Under Glass," in Walter T. Punch, *Keeping Eden: A History of Gardening in America*, (Boston: Little, Brown and Company, 1992), p. 208.

[6] In 1985, buildings 3, 8, 9, 10, 11, 11A, 12, 12A, and 15, received window treatments. In 1992, buildings 37, 38, and 40's window treatments were installed.

While research indicates that Harpers Ferry (or a nineteenth-century town of its size) would not have had as many street lights as are presently in the park, these lights serve a modern lighting function and cannot be removed. So, although the Exterior Furnishings Plan cannot call for fewer street lights, it recommends that a number of the existing lights be modified since the town had no uniform lighting system until the end of the nineteenth century.

While the general function of many outdoor objects is understandable, their specific use in a particular setting may not always be clear, except when viewed within the framework of Lower Town as a whole. For example, crates behind a building may not be fully intelligible to the visitor who does not realize they are behind an historic dry goods store. Nonetheless, it is hoped that the cumulative effect of adding such exterior furnishings will breath a suggestion of everyday activity into the town streetscape.

OPERATING PLAN

Exterior furnishings provide clues to the daily life of Harpers Ferry residents. Unfortunately, because they are outside and unprotected they will be difficult to keep secure. Additionally, not all elements of the outdoor material culture can be exhibited as one might like due to modern park management considerations. While calling for more exterior furnishings, the *Interpretive Prospectus* warned, "the practice should be encouraged to the extent that it does not require park staff to move items in and out every day, and provided it does not impede circulation on days when thousands of visitors are in town."[7] Without a barrier or personal attention some objects cannot be securely placed nor fully interpreted outside and the park cannot staff all of the park's outdoors all of the time. Because of such practical considerations, this plan presents a limited number and type of historic outdoor artifacts.

Commercial signs appeared on more businesses than called for in this plan. But considerable visitor confusion would be created by placing historic signs on buildings not historically furnished, such as rest rooms or exhibitions entered by the public. To avoid such confusion, the plan does not specify signs for as many buildings as the historic record indicates. Buildings with historically furnished interiors will have historic signs on their facades, as many already do (buildings 14, 40, 34, 35, 7, and 16; the last four of these will be done as part of their interior furnishings plans now in progress). This exterior furnishings plan, then, includes historic signs for buildings 12, 11, and 9.

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[7] NPS, *Interpretive Prospectus*, p. 25.

As part of this plan, modern outdoor objects that do not have to be visible on park property should be removed. Backyard areas are where this seems to occur most frequently, particularly on porches and in association with buildings that contain modern apartment space. For these porches the park may want to suggest types of seating that staff could use which would better blend with the historic appearance of Lower Town. The two chair types specified in this plan, rod-back chairs and captain's chairs, would be appropriate, as would a very basic bench like the benches associated with the Lockwood House in Harpers Ferry NHP. This additional seating is not specified in the recommended furnishings section of this report since, historically, porch furniture was uncommon in nineteenth-century towns other than resorts where chairs lined hotel porches for visitors to relax in; domestic porch furniture per se is a more modern phenomenon. In small towns, people tended to take their indoor furniture of lesser quality out on to their porches and would bring it back in when they returned inside.

To the extent possible, air conditioning units should be placed in the least visually intrusive location. Likewise, park offices should make every effort to keep interior window ledges free of modern office equipment.

The plan calls for barrels in a number of locations throughout Lower Town. These locations have been determined by historic documentation; barrels are placed as they appear either in historic sketches and photographs or they have been placed in reasonable locations where they are in association with dry goods stores that would have received items in such containers. The park presently uses barrels as garbage containers and, if feasible, it should consider shifting its garbage containers to these historic locations for barrels, concealing the modern trash receptacle function as much as possible.

At present, a number of wagons and carts are in the Hamilton Street area. Two of these have been integrated into the historic furnishings report; the remainder of the park's wagons should be removed and placed in storage since they look out of place with no structures with which they would have been associated.

Two historic photographs of the Public Walk contain compelling visual information that installation of exterior furnishings alone cannot convey; they include people and buildings no longer standing. It is recommended that a wayside featuring these photographs (see figures 8 and 13) be placed to the side of the "entrance" to the lower Public Walk leading to the armory worker's apartment in the Harper House. This will be at the approximate location from which the photographs were taken.

Installation of the full array of exterior furnishings outside building 44 per figure 15 would cause undesirable clutter in front of the building which currently houses the public restrooms. A wall-mounted wayside exhibit inside the doors in the

restroom hallway would highlight figure 15 so that visitors may see a historic image of how the front of the building appeared when it was Cassell's store in the late nineteenth century.

Since the furnishings called for in this report will be outside, they will experience far more wear than interior furnishings. Space should be designated or designed and fabricated for off-season storage of these artifacts. This will be essential for a longer life span of this installation.

PRIOR PLANNING DOCUMENTS

Planning documents affecting the use and management of the structures are:

"Development Concept Plan," 1978, and "Basic Data-Development Concept," June 1978.

Interpretive Prospectus: Harpers Ferry National Historical Park, 1980.

Cultural Landscape Report: Lower Town, Harpers Ferry National Historical Park, 1993.

"National Register of Historic Places Inventory--Nomination Forms: Harpers Ferry National Historical Park, Buildings 1A-80," 1978.

Harpers Ferry National Historical Park was entered on the National Register on October 15, 1966.

HISTORICAL DATA

OVERVIEW OF HARPERS FERRY'S HISTORY RELATIVE TO EXTERIOR FURNISHINGS[8]

During the first half of the nineteenth century Harpers Ferry steadily grew from an isolated settlement to an active railroad town. Unlike most other railroad towns, however, Harpers Ferry's industry was dominated by federal manufacture; a federal musket factory and arsenal lined the banks of its rivers and was the single largest employer. The Civil War left Harpers Ferry and the armory devastated and in the latter half of the century the town struggled to regain its earlier prosperity. While the railroad and occasional business upswings sustained Harpers Ferry, without the federal armory the town never fully recovered. By the 1940s Harpers Ferry was a town in decline.

The gap at the confluence of the Shenandoah and Potomac rivers had long been a spectacular point of passage through the Blue Ridge mountains, serving as a crossing point for the two rivers. By 1747 Robert Harper had an established ferry crossing operating at the gap. George Washington first visited the area a year later while assisting in a land survey for Lord Fairfax. Thomas Jefferson came to view the impressive landscape in 1783, and in the decades that followed, both famous and ordinary people visited Harpers Ferry to view the scene Jefferson proclaimed, "...worth a voyage across the Atlantic."[9]

In 1794, the United States Congress approved the bill sponsored by President Washington to establish armories and arsenals for the nation. Washington steered the selection of one of the two sites to Harpers Ferry, knowing that government industry would ensure considerable and consistent business for the region in which he had both national and personal interests. An armory in Harpers Ferry, Washington realized, would stimulate the economy of the nation's new capital and its neighboring ports of Georgetown and Alexandria. Washington owned land in the region as well and thus stood to personally profit from such trade. Despite opposition from many who argued Harpers Ferry an inappropriate spot due to its remote location and susceptibility to flooding, the armory and arsenal were erected there. By the turn of the nineteenth century the settlement

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[8] With the exception of some details of everyday life, the following is a summary of the history of Harpers Ferry that draws upon others' work. Charles Snell's volumes on the town and its individual structures provide detailed documentation from the time of early settlement to the mid-nineteenth century. More recent histories included in archeologist's and historian's reports and the cultural landscape reports for Lower Town and Virginius Island, build upon Snell's studies while additionally analyzing the second half of the nineteenth century and twentieth century Harpers Ferry history. These histories should be referred to for more complete studies of Harpers Ferry.

[9] Thomas Jefferson, *Notes on the State of Virginia*, (Chapel Hill: University of North Carolina Press, 1954), p. 19.

consisted of a handful of warehouses, a saw mill, and a country store.[10] Armory production began in 1801 and within a decade the town had grown to boast a post office, a number of stores, a library and a population of approximately 700.[11]

Westward migration spawned the development of internal improvements throughout early nineteenth century America, and better means of transportation enhanced the growth of the nation. Highway companies formed to maintain roads, canals cut through formerly lightly-traveled areas, and towns sprang up when new modes of transport reached a region.

At Harpers Ferry internal improvements complemented armory operations to foster growth. The Harpers Ferry, Charles Town & Smithfield turnpike passed through town in 1831, the Chesapeake and Ohio [C&O] Canal reached Harpers Ferry from Georgetown in 1833, and three years later two railroad lines--the Baltimore & Ohio [B&O] and the Winchester & Potomac--were built to Harpers Ferry. At the juncture of the Potomac and Shenandoah, the town had become an important transportation and commercial point between the West and the mid-Atlantic seaboard. Such accessibility also made it a popular destination for a handful of tourists who took canal excursions to the scenic spot.[12]

As Harpers Ferry prospered under these favorable economic conditions, industrial development began up the Shenandoah River on neighboring Virginius Island. The Patowmack Company had improved shipping along the Shenandoah by adding a canal and locks so as to bypass rapids and make the waterway more passable.[13] Flour and oil milling had been the earliest industries on Virginius, and by the 1820s they were well established. Additionally, there was a sawmill and a tannery. Nearby, John H. Hall's rifle works thrived on its contracts with the Federal armory.[14]

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[10] Merritt Roe Smith, *Harpers Ferry Armory and the New Technology*, (Ithica: Cornell University Press, 1977), pp. 27-31, 34; also see National Park Service, "Two Views of the Same Landscape," in the *Cultural Landscape Report Lower Town: Harpers Ferry National Historical Park*, by Cathy Gilbert, Maureen De Lay Joseph, and Perry Wheelock, 1993, pp. 3-6 and 3-7, for a detailed description of Washington's involvement in the Patowmack Canal Company.

[11] NPS, *Interpretive Prospectus*, (Harpers Ferry Center, 1980), Appendix: U.S. Armory; Charles Varle, *Topographic Description of Jefferson County, 1810*, p. 32, as cited in James P. Noffsinger, *Harpers Ferry, West Virginia: Contributions Towards a Physical History* (Philadelphia: National Park Service, 1958); and NPS, *Cultural Landscape Report Lower Town: Harpers Ferry NHP*, p. 3-10.

[12] *Virginia Free Press*, August 4, 1831, p. 3, col. 2, and June 3, 1858, p. 2, col. 3; also see a mid-century advertisement for the Wager House hotel billed the town as "the romantic village of Harpers Ferry," *Virginia Free Press*, August 25, 1859, p. 4, col. 6.

[13] National Park Service, *Cultural Landscape Report: Virginius Island, Harpers Ferry National Historical Park*, by Maureen De Lay Joseph, Perry Carpenter Wheelock, and Deborah Warshaw, (Draft, 1992). pp. 4-5.

[14] Ibid., pp. 3-7, 3-13, and 3-16.

As the United States grew, canal and rail transport increased, bringing more business through Harpers Ferry. By mid-century, Harpers Ferry was a well-established transportation center for the region with a population of about 2,800.[15] Its rugged landscape made it a picturesque scene from a distance or when viewing the landscape from Jefferson Rock, yet the town itself was far from idyllic. When Civil War-era artist James E. Taylor first arrived he described "the town in all its dinginess, scrambled picturesquely among the upland bluffs."[16]

Businesses catering to the local population, particularly armory employees, and canal and rail traffic, filled the prime spots near the Point and stretched down Shenandoah and up High and Potomac streets, complementing U.S. government production in the armory and arsenal. Like most nineteenth century towns, this commercial area was also residential with stores at street level and living quarters, sometimes occupied by shop owners or operators, on the upper floors. Boardinghouses, hotels, restaurants, and taverns congregated in the area as well. Those not living in town lived up above the flood plain in the Camp Hill, Bolivar, and Bolivar Heights areas.

Freely roaming animals were a part of everyday life for a good part of the nineteenth century in Harpers Ferry. When the town incorporated in 1851 one of its ordinances called for the penning of hogs, which had formerly had open access to unfenced areas, and during the warmer months hogs could not be kept in town at all for more than two days at a time.

> It is hereby declared to be a nuisance, and as such unlawful for swine to run at large within the Corporation at any time, or to be kept in pens within the corporation during the months of March, April, May, June, July, August, September and October, longer than 48 hours....[17]

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[15] This figure includes the community of Bolivar, since residents of Bolivar relied on the Harpers Ferry commercial district as well. Harpers Ferry proper had approximately 1,750 people in 1850 while Bolivar had a population of about 1050. U.S. Bureau of the Census, Seventh Census, 1850, Jefferson County, Virginia.

[16] James E. Taylor, *The James E. Taylor Sketchbook*, (Dayton, OH: Morning Side House, Inc., 1989), p. 29. An earlier visitor was more explicit: "the view from the top of the rock on either side of Harper's [sic] Ferry is indeed glorious; but there is scarcely a pleasure in the world without an alloy of pain....There is a most abominable little village just in the pass between the mountains. Here is the Government Manufactory of Firearms; and the smell of coal smoke and the clanking of hammers obtrude themselves on the senses and prevent one's enjoyment from being unmixed." Thomas Cather's *Journal of a Voyage to America in 1836*, (London: The Rodale Press, 1955).

[17] *Virginia Free Press* August 7, 1851, p. 3, col. 1-3. A traveler along the C&O canal in 1859 recalled, "everywhere in this part of the country the hog has free range, even in Washington the hogs were at that time as common in the streets as dogs...." They scavenged for food every where. "At Piedmont, Virginia, the village hogs, a drove of perhaps forty or fifty, spent most of their time feeding on the side of the mountain, but when they heard the whistle of the freight trains they would come scampering down to the station, where they would follow the man who greased the axles. They would...[put their nose in the grease box and] scoop out the grease with their under lip." Ella E. Clark and Thomas F. Hahn, eds., *Life on the Chesapeake & Ohio Canal, 1859*, (1975).

It is not known how strictly this ordinance was enforced but in 1873 hogs again had free range in town. By the 1890s, however, Harpers Ferry only allowed hogs if they were kept in pens.[18]

Commercial activity in Harpers Ferry was quite typical of nineteenth century towns of this size that were accessible by modern transportation. Rail and canal traffic imported goods not formerly available; restaurants and taverns served seafood and oysters, and, while bolts of fabric were available at dry goods stores, finished men's clothing could be purchased in Harpers Ferry shops as well. In 1859, Harpers Ferry had many types of businesses, ranging from dry goods and the more traditional trades, such as shoemaking and baking, to ready-made clothing and grocery stores. Shop purchases were made by cash, barter, or credit depending upon each store's practice.[19] Wednesdays and Saturdays were market days when farmers sold produce and meat at the town market located between the Shenandoah and the railroad tracks in government Block B. Hotels and restaurants served the visiting population, and taverns, a mainstay of local town life, were frequented by visitors as well. Harpers Ferry had a number of religious institutions, and social and fraternal organizations. The town saw significant temperance activity as well. Evening walks along the B&O platform were a popular activity since there were few other open, flat spaces for strolling and seeing people.[20]

Mounting tension over the issue of slavery ultimately brought Harpers Ferry national recognition. Abolitionist John Brown's raid of the Federal arsenal in October 1859 marked a turning point in the town's history, foreshadowing the significance of the armory town in the war that was to come. Harpers Ferry saw tremendous activity as a strategic point during the Civil War; the Federal army destroyed the arsenal buildings in 1861 to keep them out of Confederate hands. Even without the Federal arsenal the town's location along major transportation lines and at the north end of the Shenandoah Valley made it a desirable junction for military control. Many residents fled town, and control of the area changed hands at least eight times in the course of the war. By 1865, Harpers Ferry was

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[18] "By a vote of 42 to 1, hogs are permitted to run at large [in Harpers Ferry]," *Virginia Free Press*, January 4, 1873, p. 1, col. 4. At municipal elections in 1891, "Harpers Ferry carried the vote for hog in, while Bolivar voted for hog out," *Spirit of Jefferson*, January 6, 1891, p. 2, col. 2.

[19] The following merchants operated stores in Harpers Ferry and advertised their willingness to trade for their store goods. Israel Russell announces his "terms for fish, in all cases, cash; or exchanged for country produce," *Virginia Free Press*, April 26, 1855, p. 2, col. 6; Dry goods merchant John Ridenour advertised "country produce will be taken at all times in exchange for goods," *Virginia Free Press*, February 21, 1851, p. 3, col. 1; Charles Johnson advertised the sale of molded candles, available "for cash or exchange for Bacon, Lard or any other country produce," *Virginia Free Press*, August 6, 1857, p. 2, col. 6; and L. Kirwan's advertisement for Potomac herring states he will take "cash or exchange for Country Produce," *Virginia Free Press*, December 22, 1859, p. 3, col. 1.

[20] *Virginia Free Press*, August 25, 1859, p. 2, col. 4.

devastated, commercial buildings burned, houses ransacked, bridges demolished and federal buildings destroyed or damaged.

Following the Civil War the government abandoned arms production at the site and in 1869 sold its property at public auction. The railroad continued to provide external business, and Storer College, a school for free blacks, was established in 1867. Some industries on Virginius Island revived and the machine shop, sawmill, cooperage, and a handful of mills supported a working population who used the commercial businesses in Harpers Ferry.[21] The economy of Harpers Ferry suffered severely with no arms production. Floods and a nationwide economic depression in the 1870s further hampered the town's ability to fully rebound. Tourists still came to Harpers Ferry to enjoy the views, dine, and dance at the hotels, and to picnic on Byrnes Island, upriver in the Potomac.[22] In 1880, the B&O Railroad purchased the island, renamed it Island Park, and billed it as a day-trip destination.[23]

By the late 1880s Harpers Ferry seemed to again be prospering. The role of the railroad in keeping the town afloat during the post-war years cannot be overstated. Eventually, general late-nineteenth century prosperity was felt too. Increasing leisure time brought more and more tourists to town. Tourists--or excursionists as they were more frequently called in the nineteenth century--making the American grand tour by train, made the spectacular views from the Point, Jefferson's Rock, and John Brown's Fort a destination.[24] Island Park became a popular picnicking spot, hotel and restaurant business improved, and the town appeared to prosper.

Construction of James McGraw's store, house, and bottling plant illustrates the prospects for renewed prosperity of Harpers Ferry. McGraw wisely constructed buildings to weather floods, and in 1883 relocated his grocery to the corner of Shenandoah and Market streets. In the late 1880s Thomas Savery of Delaware brought new industry to the area with construction of a pulp mill on Hall's Island and a paper mill on the Potomac shoreline at the north end of the former musket factory site. By the second decade of the twentieth century however, it was clear that private industry could not sustain itself in the area. Water power had been

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[21] NPS, *Cultural Landscape Report: Virginius Island, Harpers Ferry NHP*, p. 3-46.

[22] *Virginia Free Press*, August 26, 1876, p. 3, col. 1; *Spirit of Jefferson*, July 10, 1877, p. 2, col. 1; June 4, 1878, p. 3, col. 1; and July 8, 1879, p. 2, col. 1.

[23] NPS, *Cultural Landscape Report Lower Town: Harpers Ferry NHP*, p. 3-91.

[24] *Spirit of Jefferson*, May 29, 1883, p. 3, col. 1; photographs from the 1880s and 1890s show tourists posed in front of the Engine House, often standing by a cannon and with a plow in the background. See figure 14, HF-190, HF-220, and HF-571. The prefix HF followed by a number represents the negative numbers of photographs not reproduced in this report. These photographs can be found in the Harpers Ferry NHP library.

supplanted by steam power and there was no longer a reason for industry to operate in such a regularly flooded area.

The advent of the automobile, and later the airplane, reduced train travel and this in turn meant a dramatic decline in tourists visiting Harpers Ferry. Floods occurring in 1924, 1936, and 1942 further devastated the community. By the 1940s the former armory town was quite run down. In 1953 the transfers of land to the National Park Service brought a portion of Harpers Ferry back under the jurisdiction of the Federal government and work began on renovating the historic town. The park's original focus on the John Brown and Civil War years meant much of the post-Civil War town was torn down. Lower Town today still contains a mix of nineteenth and twentieth-century structures though, with about 45 percent of the commercial and domestic buildings that were standing in 1859 remaining.

EVIDENCE OF ORIGINAL FURNISHINGS: SOURCES

The following sources were used as evidence of exterior furnishings for Lower Town, Harpers Ferry. This documentation is uneven, however images of Harpers Ferry have been relied upon whenever possible, and comparative evidence depicting towns and cities in the region has been drawn upon as well.

1. **Historic Images of Harpers Ferry (figures 1-20).** A large portion of the extant images of Harpers Ferry in the latter half of the nineteenth century fall into two categories--landscape or panoramic views that contain a sweeping view of the area and show very few, if any, exterior historic furnishings, and "post-disaster" pictures, sketches, and prints, made during either the Civil War, a flood, or a fire and do not show scenes typical of daily life. The stone steps and John Brown's Fort, and later the John Brown Memorial, are the subject of a number of the remaining historic photographs.

Collectively, these images show a range of exterior furnishings in Lower Town, many of which one might expect, such as barrels, awnings, and vehicles. A few of the furnishings seem more unusual to visitors in the late-twentieth century: 1) structures surrounding the trunks of small trees (figure 6 and HF-145),[25] a common nineteenth century practice in both rural and urban areas, to protect growing trees from animals; 2) downspouts and water-shunting "systems" that directed water into collecting containers or street gutters, much like the modern downspouts outside the Park on High Street today (see figure 8, HF-111, and

[25] The prefix HF followed by a number represents the negative numbers of photographs not reproduced in this report. These photographs can be found in the Harpers Ferry NHP library.

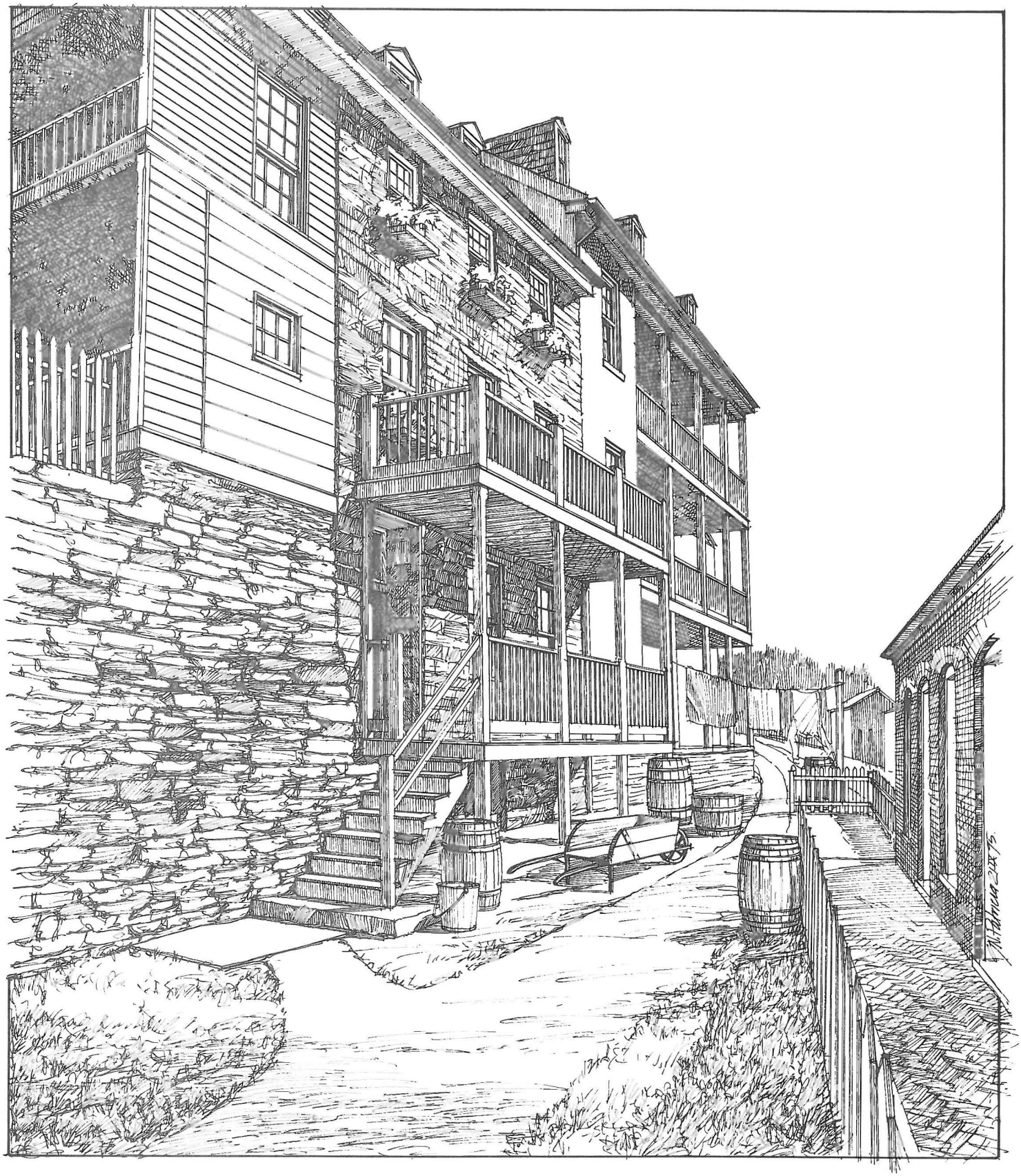
possibly HF-787);[26] 3) poles or tree trunks with telegraph wire strung along to carry the telegraph to town (see figures 3, 4, and 12).

2. **Written Descriptions.** Visitors' descriptions of Harpers Ferry noted the spectacular landscape and views but also highlighted the industrial character of the area, filled with sooty, smelly air. Newspapers reveal commercial and some daily life activities yet rarely specify outdoor furnishings. (See Appendix for newspaper advertisements that reveal what was sold in Harpers Ferry stores and in one instance provide evidence of a resident owning a buggy.)

3. **Comparative Historic Images (figures 21-27).** In general, there is limited photographic evidence of mid-nineteenth century streetscapes outside of sizeable cities because photography was not common until the last quarter of the nineteenth century. Even for the last decades of the nineteenth century, images showing much detail of the exterior furnishings in a town the size of Harpers Ferry is fairly rare.

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[26] Such systems appear to be characteristic of the region as they are also used in towns such as Sharpsburg today. If there are practical reasons why the Park has not retained these, non-functioning downspouts that give this historic and regional appearance could be installed.



Marmion Row and Public Way

FURNISHINGS PLAN

RECOMMENDED FURNISHINGS and WORKING DRAWINGS

Marmion Row: Buildings 1-A, 1-B, 1-C, and 1-D

Object and Location	Documentation	Recommendation and Installation Consideration
CHAIRS, 2, rod-back style (on front porch of building 1-A, by footbridge)	Figure 7.	Reproduce.
WHEELBARROW (beside building 1-A on lower Public Walk)	Figure 8.	Reproduce.
CLOTHESLINE stretched in a diagonal direction from building 1-B porch column across Public Walk to pole, with sheets or blanket	Figures 8 and 16.	Reproduce. Attach textiles to line so they cannot be moved by visitors; maintenance staff will need to move it temporarily when mowing.
WOODEN BARRELS, 4 whole and 1 half barrel (not identical), beside 1-B and 1-C on lower Public Walk (1 of the barrels should be near the base of the clothes line pole; 2 barrels and the half barrel should be between the path and building 1-C; and 1 between the path and the fence)	Figures 8 and 13.	Reproduce. Remove white picket fence that is perpendicular to east side of 1-A and along length of path after building 3 ends (this fence should be relocated to be more clearly associated with back patio of building 3). Work with landscape architects to remove existing stepping stones and install a broad footpath based on historic photographs.

WINDOW BOXES, 5, planted with flowers (in 2nd and 3rd floor windows of building 1-A, lower Public Walk)	Figure 8.	Reproduce. Begonias, geraniums, impatiens, marigolds, and verbena are historically appropriate flowers to use. No more than two types of flowers should be in any one window box and some should have just one type of flower.
METAL PAIL, 1 (by buildings 1-B and 1-C, lower Public Walk)	Figure 13.	Reproduce.
BARREL (by steps of building 1-C, upper Public Walk)	Figure 8.	Reproduce.
WAYSIDE PANEL (at entrance to Public Walk)	Figures 8 and 13.	
CLOTHES RACK for drying, folded (on porch of building 1-B)	Figure 13.	Reproduce.
PORCH SCREEN (on 2nd floor porch of building 1-B, west end)	Figure 6.	Reproduce.
BARREL CISTERN (on triangular platform at corner of buildings 1-C and 1-B)	Figures 16 and 18. See also HF 280, 283, 312, 329, and 952 for later twentieth century views of the same cistern.	Reproduce.

WINDOW TREATMENTS Building 1-B Basement: 2 short-style curtains First Floor: 4 full length, double panel curtains and roller shades, south side; 2 full length, double panel, calico curtains, north side; 2 short style curtains, north side Second Floor: 5 full length, double panel curtains and roller shades, south side; 3 short style curtains, north side hallway Third Floor: 6 roller shades Building 1-C: Basement: 4 short-style curtains First Floor: 6 roller shades with 6 full length, double panel curtains Second Floor: 7 roller shades with 5 full length, double panel curtains Building 1-D: Basement: 4 short-style curtains First Floor: 6 roller shades with tassels with 4 full length, double panel calico curtains Second Floor: 7 roller shades with 7 full length, double panel curtains	Dr. Nicholas Marmion owned and occupied building 1-B in 1859 and probably rented part of it to one or two families; Marmion rented 1-C and 1-D to tenants also; Gibson estate. [Note: Gibson estate is an 1853 appraisal and inventory listing contents of Harpers Ferry tavern owner John A. Gibson's house. It included three pairs of venetian blinds (Parlour [sic]) and one pair of calico curtains.]	Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.



High Street: Building 37

High Street: Buildings 37 and 16

Object and Location	Documentation	Recommendation and Installation Consideration
AWNING (retracted against facade of building 37)	Figure 19. Leo O'Beirne's store occupied the building from 1914-1928.	Reproduce.
WOOD PILE, approx. 2-1/2 ft. long and 1-1/2 ft. high (on second floor back porch of building 16)	Frederick A. Roeder and his family lived here in 1859. Both wood and coal were used to fuel stoves in Harpers Ferry in the second half of the nineteenth century.	Acquire cut wood.
WINDOW TREATMENTS Building 16 Basement: 2 short style curtains by porch Second floor: 4 full length, double panel calico curtains, right front room; 1 short style curtain, left front room; 2 short style curtains, rear room	Frederick A. Roeder and his family lived here in 1859; Gibson estate (see note, p. 17).	Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.



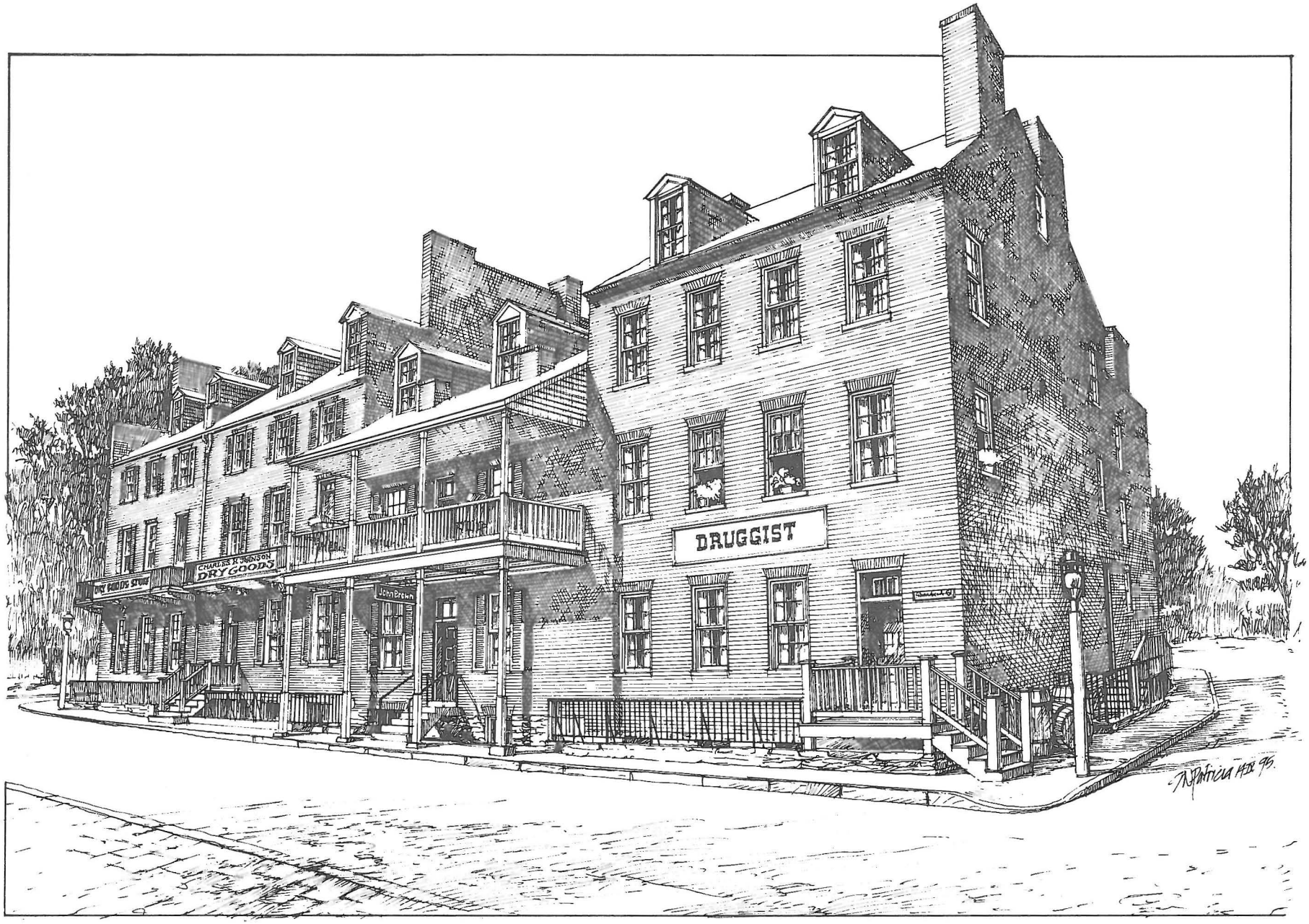
West Side of Shenandoah Street, South of High Street: Buildings 40 and 38

West Side of Shenandoah Street, South of High Street: Buildings 48, 45, 44, 43, 40, 38

Object and Location	Documentation	Recommendation and Installation Consideration
WINDOW TREATMENTS Building 48 First floor: 6 roller shades with full length, double panel curtains Second floor: 1 roller shade and 6 short-style curtains	Rented by an armorer and family in 1859.	Year round park residence. Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.
WINDOW TREATMENTS Building 45 Second floor: 6 roller shades with tassels and full length, double panel curtains; 3 rollers shades Third floor: 2 short style curtains, 2 empty	Upper floors rented to two families in 1859.	Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.
CHAIRS, 4, rod-back and captain's style (on second floor porch of building 45)	"An adjourn to the porch [of Stipes' boarding house] follows the repast, when conversation supervenes," *The James E. Taylor Sketchbook*, p. 37.	Reproduce.
MASONIC PLAQUE (on third floor of building 44, 4th bay from west end)	Figure 20. The Masonic hall of Charity Lodge 111 was on the third floor of building 44. The plaque is now located in the fourth bay of the present Masonic meeting hall on Washington Street.	Reproduce.

WINDOW TREATMENTS <u>Building 44</u> Second floor: 3 short style curtains; 2 full length, double panel curtains	Second floor was home of John N. Stonebraker, whose bakery was in half of the street level; third floor was Masonic meeting room.	Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.
DOWNSPOUT, draining over sidewalk to street (building 44)	Figure 15.	Reproduce. Non-functioning downspout that gives this appearance could be used if it is not desirable for the water to actually drain into the street.
WOOD BARREL (towards street side of sidewalk in front of building 44 by building 43's front porch post)	Figure 15.	Reproduce.
WAYSIDE PANEL (mount on wall inside building 44)	Figure 15.	
WINDOW TREATMENTS <u>Building 43</u> Second floor: 4 full length, double panel curtains, 2 with green roller shades Third floor: 4 full length, double panel curtains, 2 with green venetian blinds	Upper floors were a boardinghouse; Gibson estate (see note, p. 17).	Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.
CHAIRS, 2, rod-back and captain's styles (on second and third floor porches of building 43)	"An adjourn to the porch [of Stipes' boarding house] follows the repast, when conversation supervenes," *The James E. Taylor Sketchbook*, p. 37.	Reproduce.

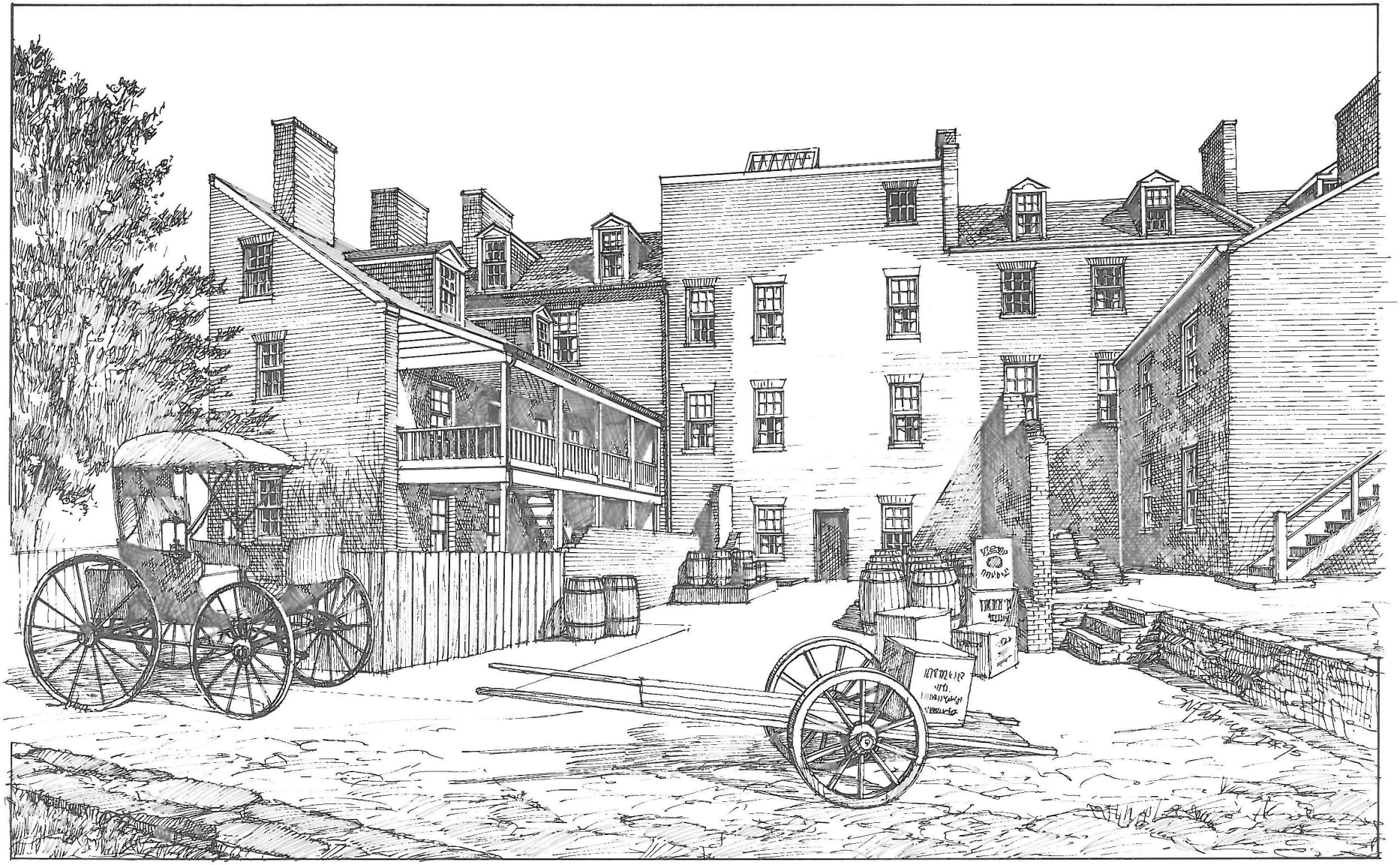
AWNING and FRAME, on building 40	Stores containing window clothing displays often had awnings to protect their merchandise from damage caused by heat and sunlight. Figure 15 shows numerous awnings on buildings along this side of Shenandoah Street.	Reproduce.
AWNING and FRAME, on building 38	Figures 5, 9, and 10.	Reproduce. Interior lighting must be added for archeology exhibition since awning will obstruct natural light in the exhibition.
WOOD PILE, approx. 2 ft. long and 1/2 ft. high (on second floor back porch of building 38)	The upper floors of building 38 were dwellings. Both wood and coal were used to fuel stoves in Harpers Ferry in second half of the nineteenth century.	Acquire cut wood.
BARRELS, 2, and BENCH (behind building 38)	Half of building 38 contained a grocery in 1859.	Reproduce.
FLOWER POTS with geraniums (on ledge of building 38, left side below second floor window sills)	Figure 5.	Reproduce.



West Side of Shenandoah Street, North of High Street: Buildings 12, 11, 10, and 9

West Side of Shenandoah Street, North of High Street: Buildings 12, 11, 10, and 9

Object and Location	Documentation	Recommendation and Installation Consideration
SIGN, *Dry Goods Store* (on second floor porch rail, building 12)	A dry goods store was in building 12 in 1859. Store advertisements in *Spirit of Jefferson*, March 5, 1859.	Reproduce.
WOOD PILE, approx. 3-1/2 ft. long and 2 ft. high (along wall behind building 11)	Building 11 contained a dry goods store on the ground level and dwellings on the upper floors. Both wood and coal were used to fuel stoves in Harpers Ferry in second half of the nineteenth century.	Acquire cut wood.
HORSE CART, two-wheeled behind building 10 (location as shown in illustration)	Buildings 8 through 12 all had commercial businesses on their ground level in 1859; figure 25.	Reproduce. Indoor storage during winter will increase the longevity of this vehicle.
Commercial CRATES and BARRELS (crates stacked between cart and rear of building 10 along wall with building 11; barrels along same wall, behind building 11, and on opposite side of courtyard)	Buildings 8, 9, 10, 11, and 12 housed dry goods stores and a clothing store in 1859; *Virginia Free Press*, May 29, 1856, p. 2, col. 6.	Reproduce.
CARRIAGE behind building 8 (location as shown in illustration)	John Ridenour advertised a buggy for sale in early 1854. *Virginia Free Press*, Jan. 5, 1854, p. 3, c. 1.	Reproduce. Indoor storage during winter will increase the longevity of this vehicle.
WAGON behind building 8 and next to building 7	John G. Ridenour's dry goods store was in building 8 in 1859.	Use HAFE wagon (unnumbered). Indoor storage during winter will increase the longevity of this vehicle.



Backyards of Buildings , 9, 10, and 11

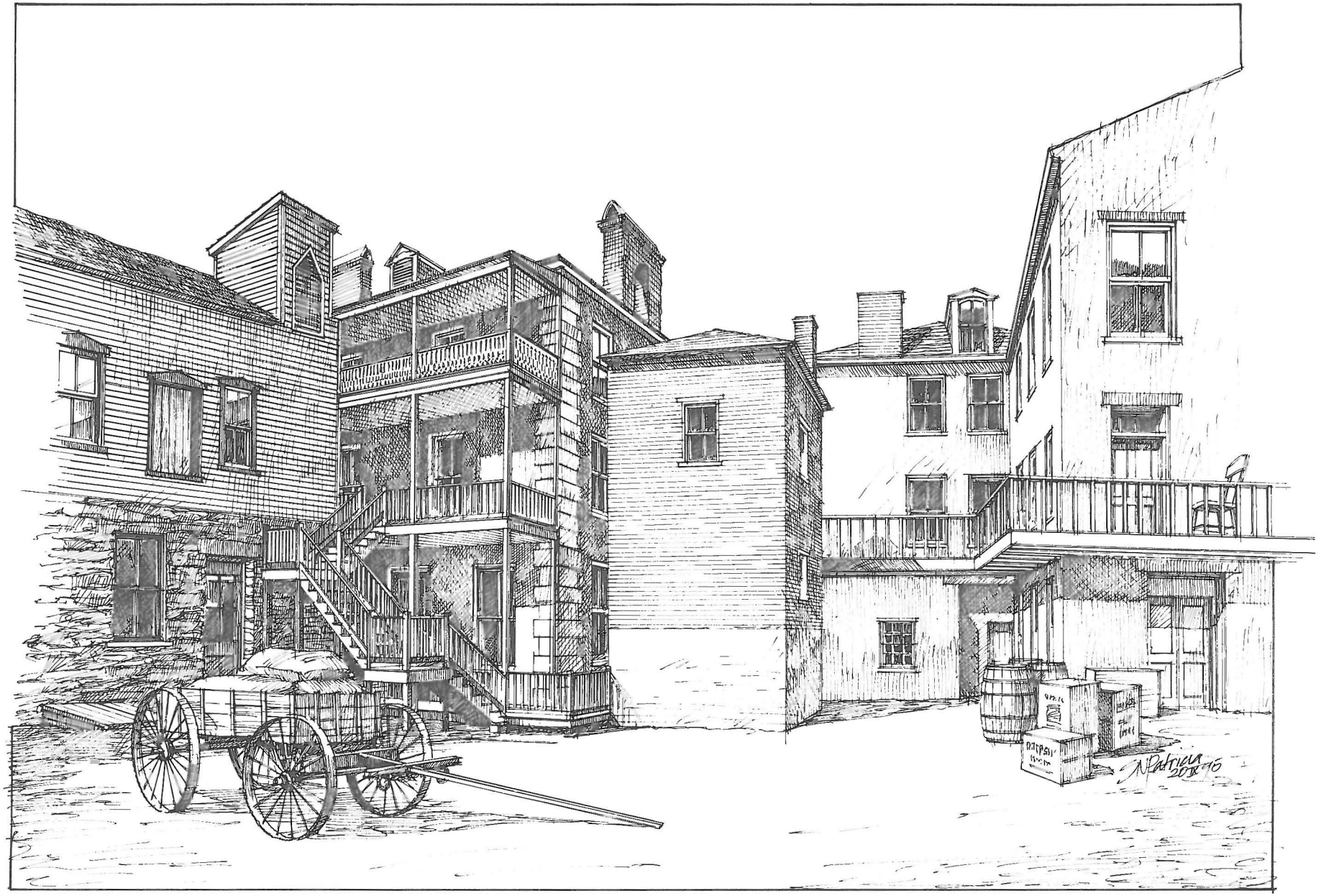
SIGN, *Charles H. Johnson / DRY GOODS* (on second floor porch of building 11)	Store advertisements in *Virginia Free Press*, April 24, 1856; May 29, 1856; August 6, 1857; April 8, 1858; and *Spirit of Jefferson*, March 5, 1859. Dry goods merchant Charles H. Johnson operated a store here in 1859.	Reproduce.
CHAIRS, 3, rod-back and captain's styles (on second floor porch of building 10)	"An adjourn to the porch [of Stipes' boarding house] follows the repast, when conversation supervenes," *The James E. Taylor Sketchbook*, p. 37.	Reproduce. Remove "Isaac Fouke" and "Harpers Ferry" sign on second floor porch, building 10. (There is no evidence for signs like these hanging here. The attorney Issac Fouke had an office in Charles Town and he operated the Wager House Hotel. If he had a Harpers Ferry office in 1859 it most likely would have been at the hotel.)
Commercial CRATES (along fence behind building 8)	John G. Ridenour's dry goods store was in building 8 in 1859.	Reproduce. Crates may be arranged to conceal recycling bins but historic sizes and configuration should be retained.
POTTED GERANIUMS (on sill of window on second floor of building 9, on Potomac Street side)	Figure 12.	Reproduce. Use artificial flowers that will be replaced annually.
BARRELS, 4 (on corner of Shenandoah and Potomac streets, beside building 9)	Figure 3.	Reproduce.
SIGN, *DRUGGIST* (between first and second floor windows of building 9)	Building 9 contained a store of unknown type in 1859. From 1845-1855 it was a drug store.	Reproduce.
WELL PUMP (where pump is currently located)	Figure 11.	Reproduce and paint.

Potomac Street: Buildings 7 and 5

Object and Location	Documentation	Recommendation and Installation Consideration
OYSTER SHELLS, in a small heap, approx. 1-1/2 ft. x 3 ft. x 2-1/2 in. high (behind building 7 by back door)	Oyster shell was abundant in the archeological excavations of the Wager backyards. Oysters were served in various Harpers Ferry taverns and hotel restaurants; see *Virginia Free Press*, January 25, 1849, p. 3, col. 2; *Virginia Free Press*, December 10, 1840, p. 3, col. 6.	Acquire. These will probably need to be replenished, annually, if not more frequently.
WOOD PILE, approx. 2-1/2 ft. long and 1-1/2 ft. high (west of back door of building 5)	The ground floor of building 5 was a tavern or warehouse in 1859 and the upstairs was a dwelling. Both wood and coal were used to fuel stoves in Harpers Ferry in second half of the nineteenth century.	Acquire cut wood.
WINDOW TREATMENTS <u>Building 5</u> First floor: 3 short style curtains Second floor: 5 short style curtains	The ground floor of building 5 was a tavern or warehouse in 1859 and the upstairs was a dwelling.	Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.
WINDOW TREATMENTS <u>Building 7</u> Second floor: 4 full length, double panel curtains	The ground floor of building 7 was a tavern in 1859 and the upstairs was a dwelling.	Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.

East Side of Shenandoah Street: Buildings 33, 34, 35, and 36

Object and Location	Documentation	Recommendation and Installation Consideration
WINDOW TREATMENTS <u>Building 33</u> First floor: 12 roller shades with tassels; 2 short style curtains with roller shades; 3 roller shades Second floor: 9 full length lace curtains with roller shades; 2 roller shade; 6 sill-length double panel curtains with roller shades Third floor: 1 roller shade; 13 sill-length double panel curtains with roller shades; 2 short style curtains with roller shades Fourth floor: 1 short style curtain	Building 33 was constructed in 1883 by James McGraw. He and his family lived in the upper floors. *Spirit of Jefferson*, May 29, 1883, and June 26, 1883.	Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.
WINDOW TREATMENTS <u>Building 34</u> First floor: 1 roller shade with tassel Second floor: 3 roller shades with short style curtains; 2 roller shades Third floor: 7 roller shades with short style curtains; 1 roller shades Fourth floor: 1 short style curtain	Building 34 was occupied by the Armory's Paymaster's clerk until mid-1859.	Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.



Backyards of Buildings 33, 34, and 35

WINDOW TREATMENTS <u>Building 35</u> First floor: 1 roller shade; 4 roller shades with short style curtains Second floor: 9 roller shades with sill-length double panel calico curtains; 3 roller shades; 2 roller shades with short style calico curtains Third floor: 5 roller shades with sill-length double panel calico curtains; 7 roller shades with short style curtains Fourth floor: 2 short style curtains	Building 35 was vacant in 1859. It had been the Master Armorer's quarters from 1818 to 1858.	Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.
CHAIR, 1, rod-back style (on second floor rear porch of building 35)	In 1864, building 35 housed Mrs. Stipes' boarding house; Gibson estate (see note, p. 17).	Reproduce. Restoration includes adding a second floor porch on the back of building 35.
WINDOW TREATMENTS <u>Building 36 (except parlor)</u> First floor: 13 roller shades Landing between floors: roller shade and sill-length double panel curtains Second floor: 9 roller shades with sill-length double panel calico curtains; 6 roller shades with sill-length double panel curtains; 3 roller shades with short-style curtains; 2 roller shades	Armory paymaster, John E.P. Daingerfield lived in the recently-completed building 36 in 1859.	Reproduce. Storage of park materials should be moved away from the windows so it is not visible from the street.

COMMERCIAL WAGON (backyard of building 33)	Figure 14; James McGraw's store was in building 33 in the late nineteenth and early twentieth centuries although not in operation for at least a decade of this period due to bankruptcy. Archeological evidence of wheel ruts in this area.	Reproduce. Indoor storage during winter will increase the longevity of this vehicle.
SALT SACKS, 3, 225 lbs. (in wagon behind building 33)	James McGraw's store advertised 225 lbs. bags of salt for sale. *Spirit of Jefferson,* Oct. 30, 1883, p. 2, col. 3 and Nov. 27, 1883.	Reproduce.
COAL, GRAVEL, and SAND (behind building 33 by railroad trestle and generally scattered through backyard area of buildings 33, 34, and 35)	James McGraw sold coal, gravel, and sand. *Cultural Landscape Report,* archeological component pkg. 116. These commodities were stored along the shed at the rear of the property. (See 1894 Sanborn Fire Insurance Map).	Acquire. These may need to be replenished on an annual basis.
CRATES and BARRELS (behind building 35)	Although there is no documentation for a dry goods store here, a dry goods store is interpreted in building 35, so for interpretive consistency exterior furnishings appropriate to a dry goods store should be displayed.	Reproduce. Crates may be arranged to conceal recycling bins but historic sizes and configuration should be retained.
Commercial WAGON (behind building 35)	Although there is no documentation for a dry goods store here, a dry goods store is interpreted in building 35, so for interpretive consistency exterior furnishings appropriate to a dry goods store should be displayed.	Use HAFE wagon (unnumbered). Indoor storage during winter will increase the longevity of this vehicle.

Miscellaneous

Object and Location	Documentation	Recommendation and Installation Consideration
STREET LIGHTS, 4 (one on corner of Shenandoah and High St., west side; one in front of building 9; one in front of building 43; and one in front of building 7)	Figures 2 and 9.	Reproduce and replace existing lights at these locations.
WELL PUMP (on south side of Shenandoah Street, just west of Rock Alley)	Figure 17.	Reproduce.
TREE PROTECTORS (around any smaller trees up to about 15 ft. tall)	Figure 6.	Reproduce from scrap wood.

ILLUSTRATIONS

Figure 1. Harpers Ferry Armory and the Point with Maryland Heights in background, 1858. Neg. no. HF-66. Courtesy of Harpers Ferry National Historical Park library.

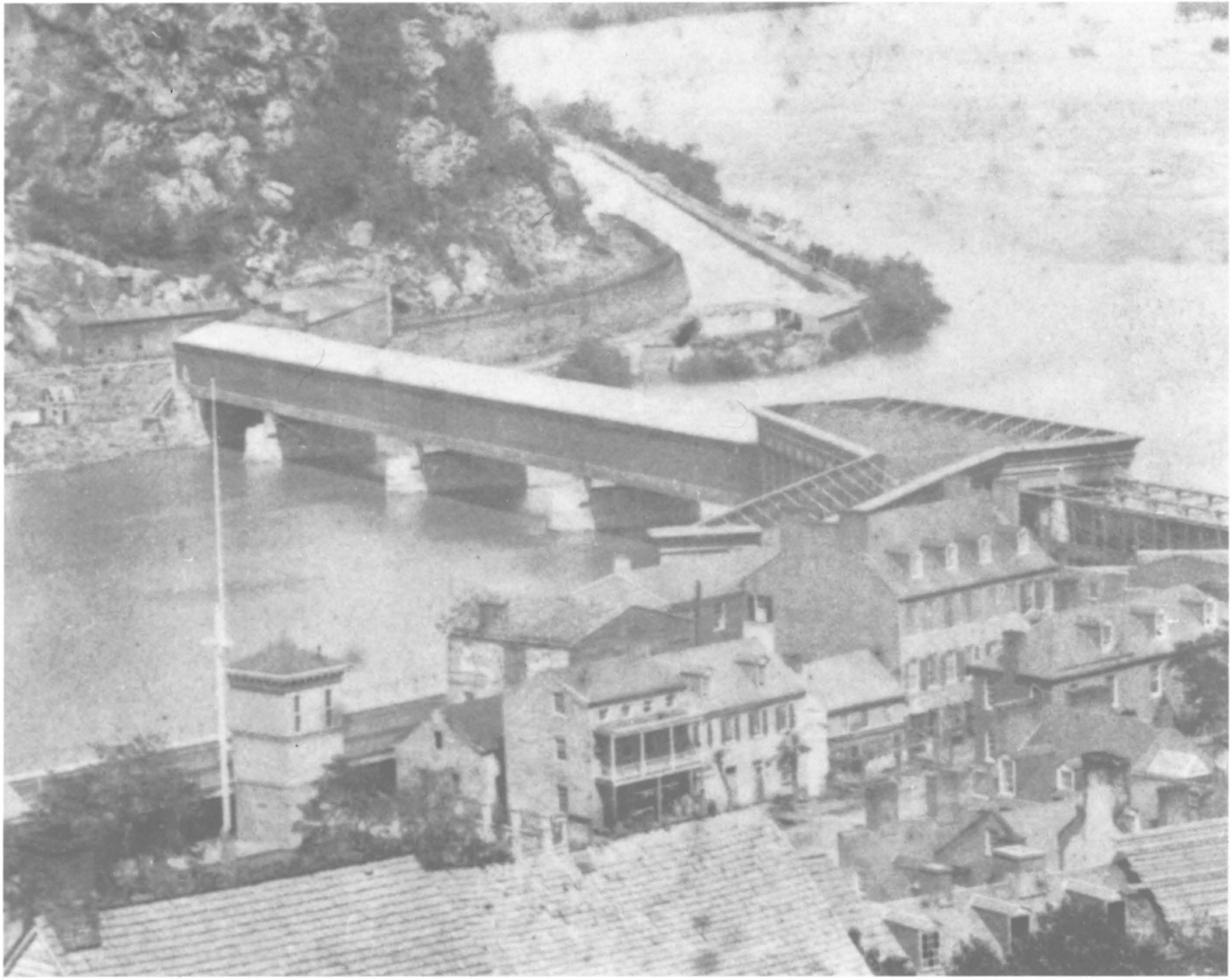


Figure 3. *General Stevenson's Headquarters, Harpers Ferry*, by A.R. Waud. Neg. no HF-224. This is a view of Shenandoah Street from Potomac Street, 1865. Courtesy of the Library of Congress.

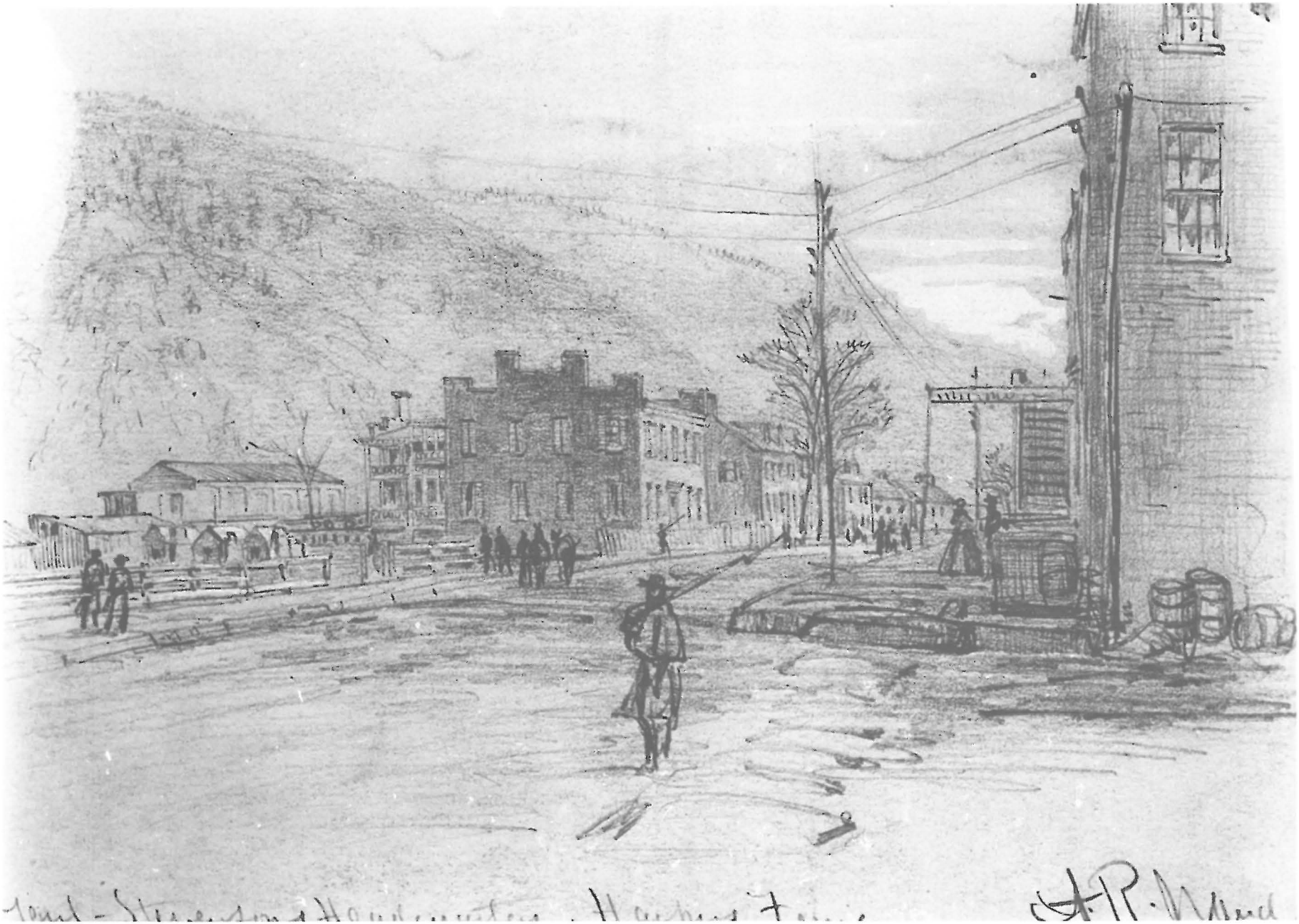


Figure 4. *John Brown's Fort, Harpers Ferry*, shows the fort in its original location, 1865. Neg. no. HF-55. Courtesy of Harpers Ferry National Historical Park library.


John Brown's Fort
Harper's Ferry

Figure 5. Shenandoah Street, ca.1865-81. The front of buildings 38 and 40, and the side of building 43 can be seen. The brick building on the right is no longer standing. Neg. no. HF-35. Courtesy of Harpers Ferry National Historical Park library.



Figure 6. High Street and Marmion Row from the west, 1873. Neg. no. HF-33. Courtesy of Harpers Ferry National Historical Park library.



Figure 7. Bridge to Harper's Garden, Marmion Row, building 1-A (Harper House), ca.1880-90. From the scrapbook of Mrs. C.E. Dudrow. Neg. no. HF-654. Courtesy of Harpers Ferry National Historical Park library.

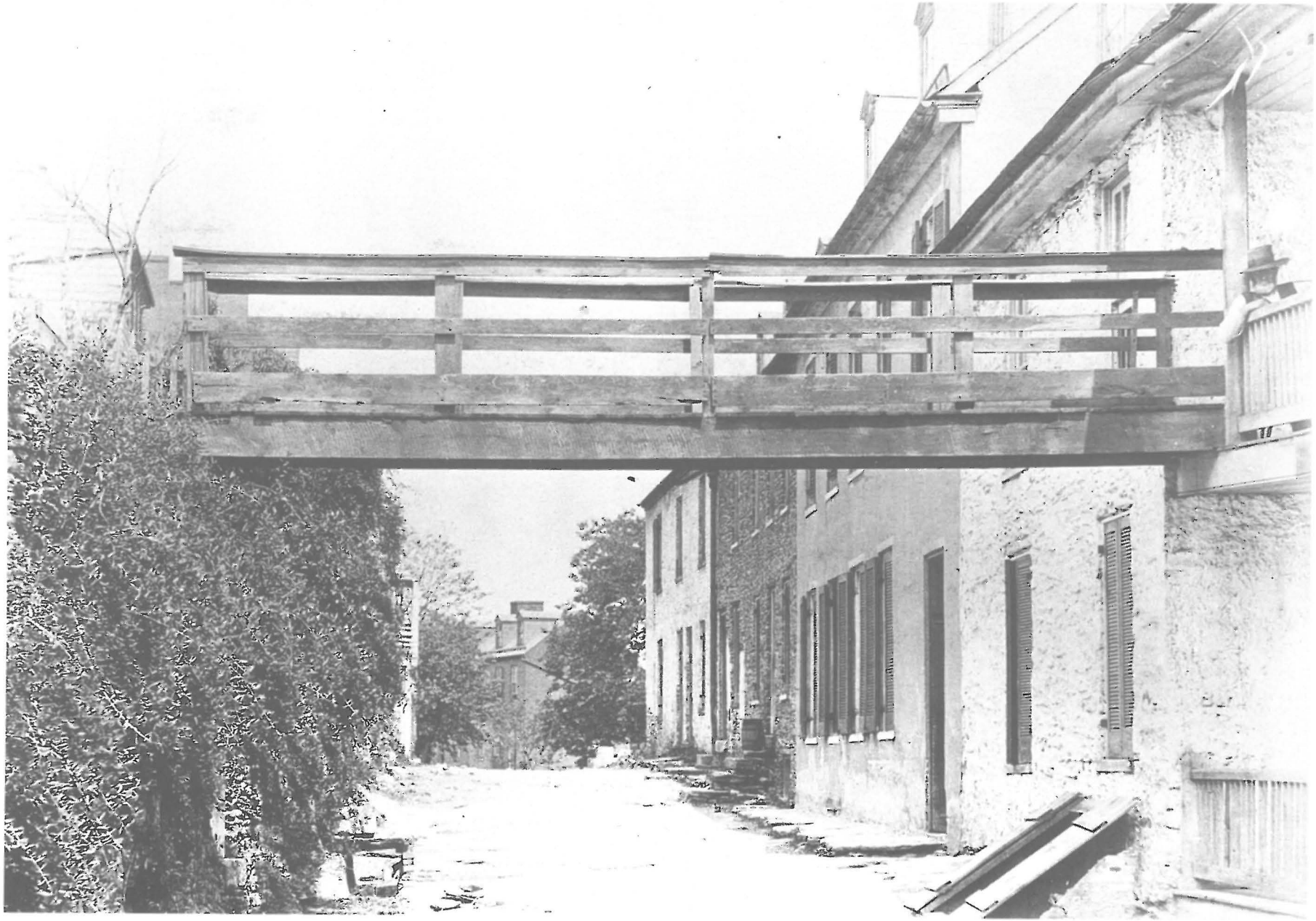


Figure 8. Marmion Row and the lower Public Walk, ca.1882-89. Neg. no. HF-79. Courtesy of Harpers Ferry National Historical Park library.



Figure 9. Shenandoah Street, west end, during the flood of 1889. Awning frame is on building 38. Neg. no. HF-722. Courtesy of Harpers Ferry National Historical Park library.



Figure 10. East Shenandoah Street during the flood of 1889. Awning frame on building 38 is the same one shown in figure 9. Neg. no. HF-610. Courtesy of Harpers Ferry National Historical Park library.

Figure 11. The John Brown Fort on its original site in the Armory Yard, 1890. Neg. no. HF-59. Courtesy of Harpers Ferry National Historical Park library.


TORRID

Figure 12. Shenandoah Street, ca.1890. Neg. no. HF-1154. Courtesy of Harpers Ferry National Historical Park library.


GILBERT BROTHERS,
Wholesale & Dispensing
SALOON

Figure 13. Marmion Row and the lower Public Walk, 1890s. The buildings on the right side of the walk are not extant. Neg. no. HF-1733. Courtesy of Harpers Ferry National Historical Park library.



Figure 14. The John Brown Fort with Potomac Street and building 7 behind it, ca. 1891. Neg. no. HF-57. Courtesy of the Harpers Ferry National Historical Park library.

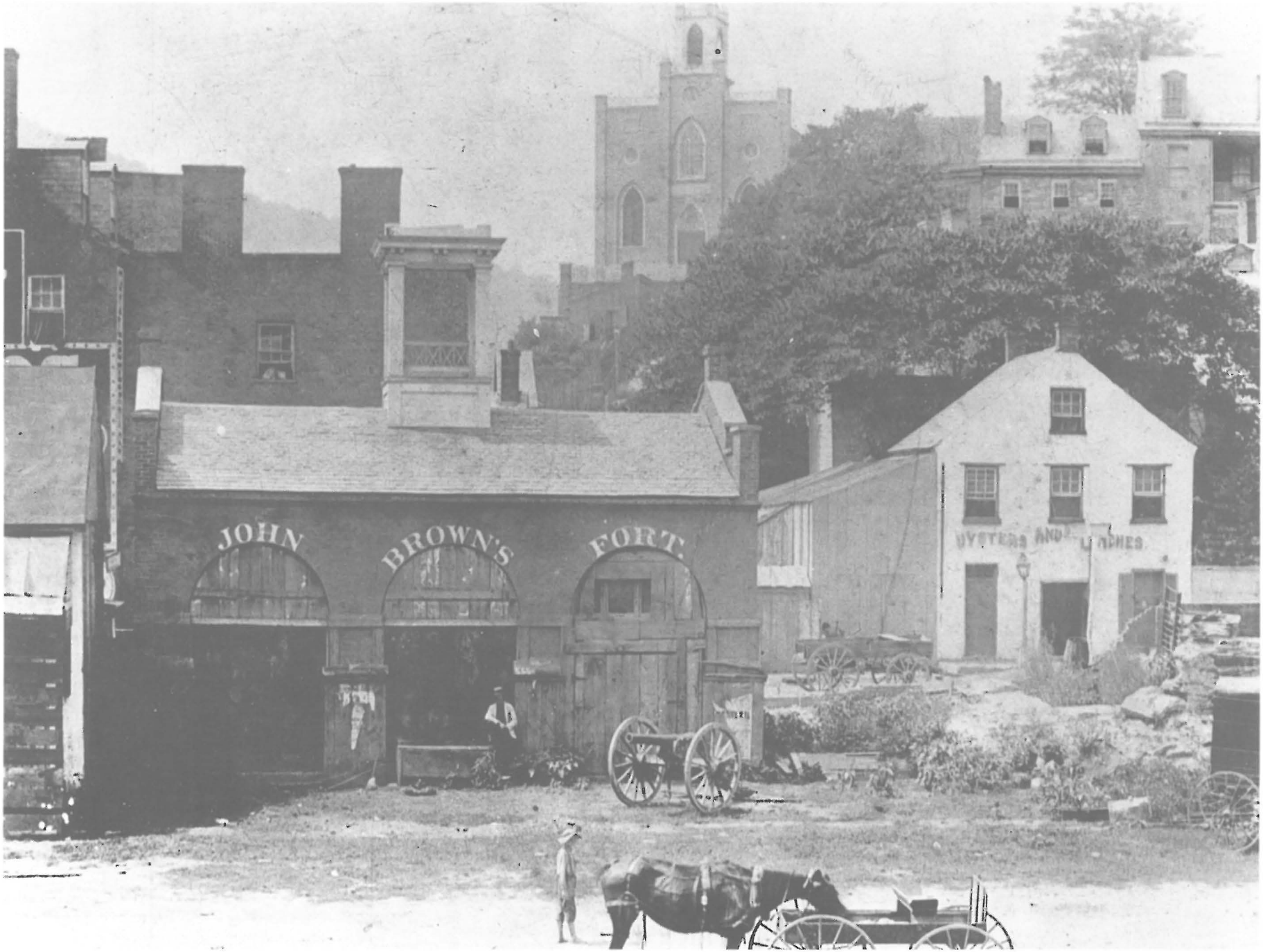

JOHN BROWN'S FORT

Figure 15. Shenandoah Street, ca.1894. From *Lost Examples of Colonial Architecture*, by John Mead Howell. Neg. no. HF-446. Courtesy of Harpers Ferry National Historical Park library.

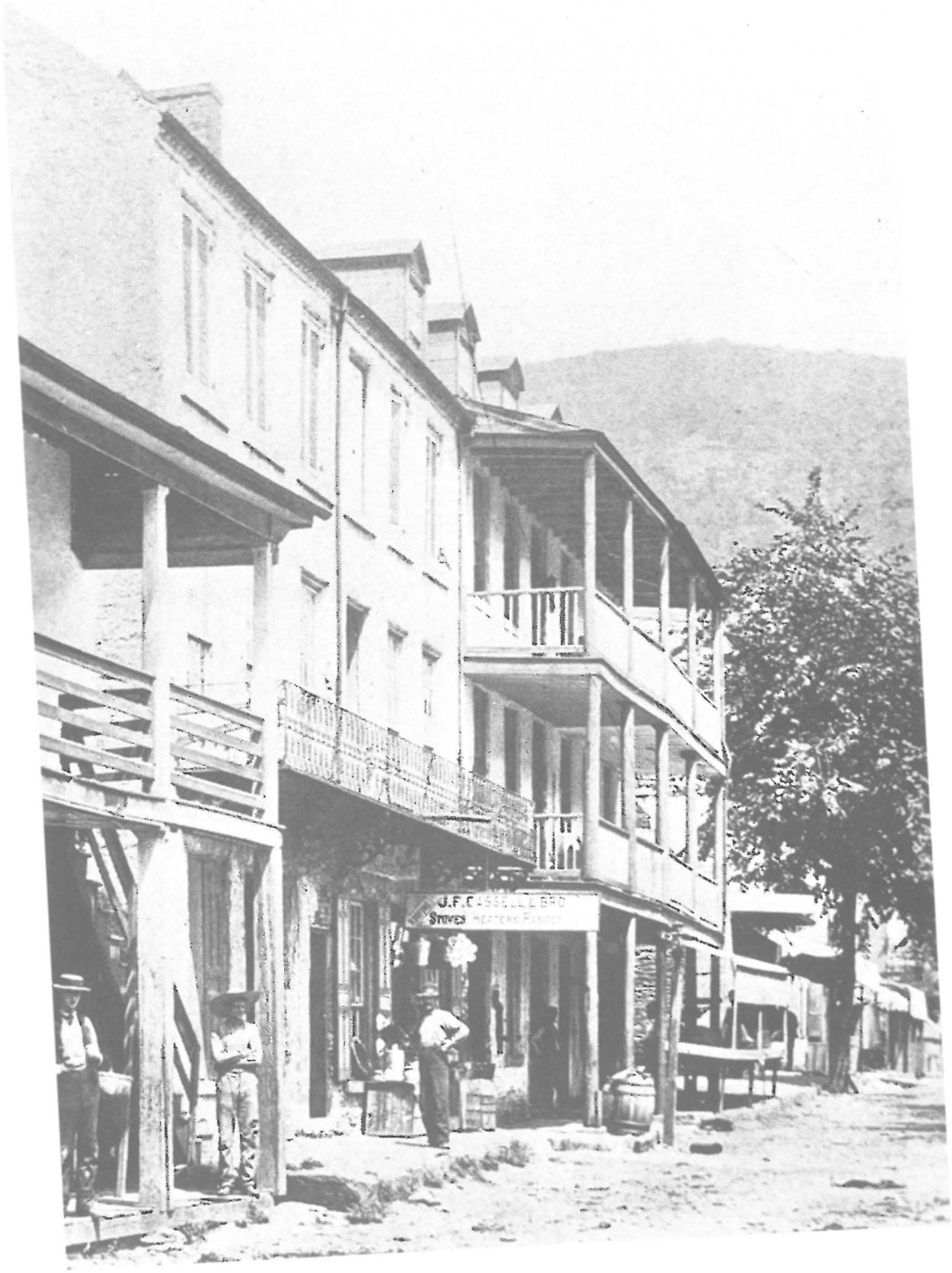

J.F. CASSELLS & BRO
STOVES

Figure 16. High Street, Marmion Row, and the Public Walk, ca.1895. Neg. no. HF-1285. Courtesy of Harpers Ferry National Historical Park library.



Figure 17. Shenandoah Street, looking west, 1898. Neg. no. HF 1799. Courtesy of Harpers Ferry National Historical Park library.



Figure 18. Public Walk, ca.1910. Neg. no. HF-877. Courtesy of Harpers Ferry National Historical Park library.



Figure 19. A view of High and Shenandoah Streets, 1915-1920. Neg. no. HF-1861. Courtesy of the Harpers Ferry National Historical Park library.



13-4

Figure 20. Masonic Hall, Shenandoah Street, ca.1940s. Courtesy of the Masonic Lodge, Harpers Ferry, West Virginia.

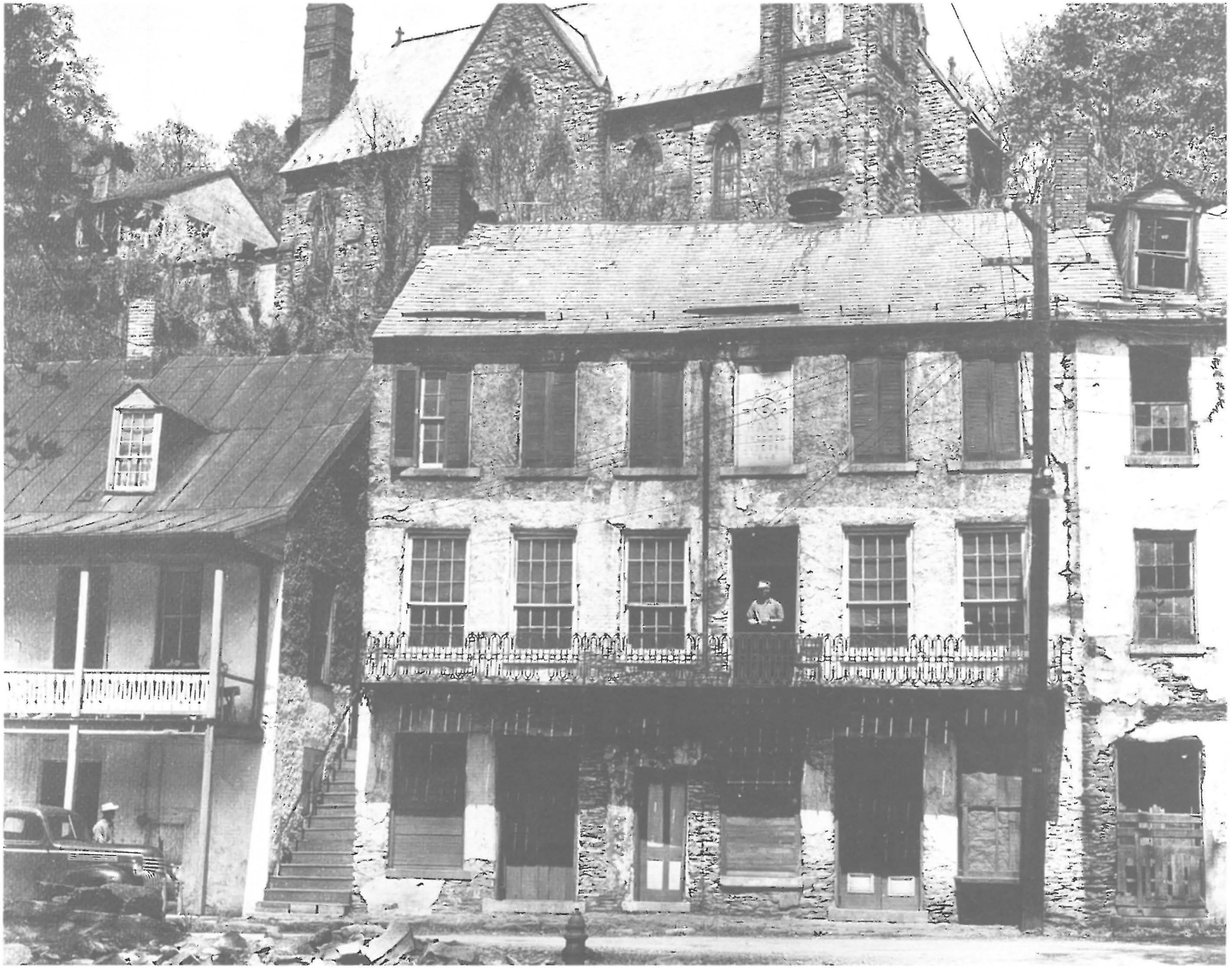
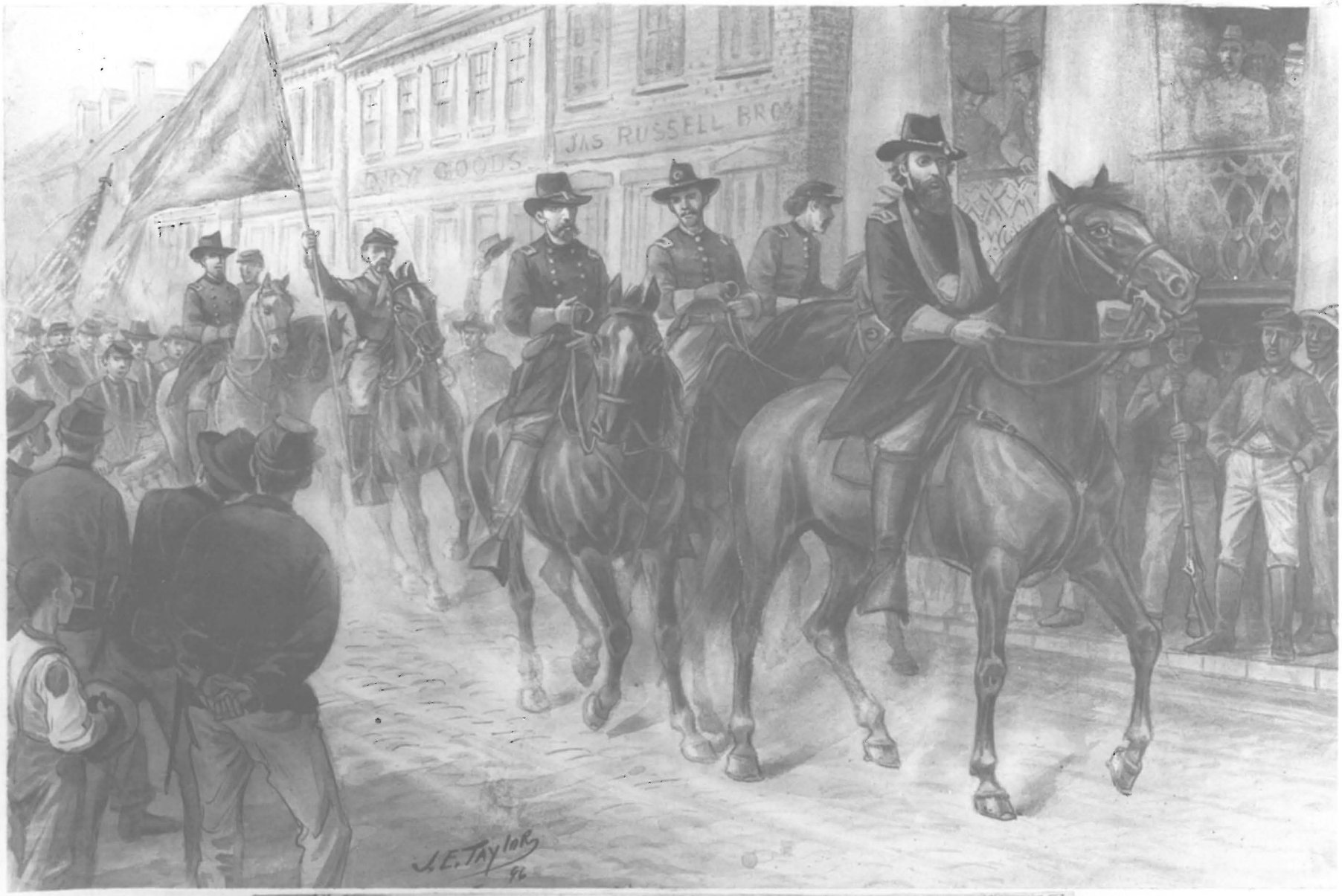


Figure 21. *Taylors Tavern - view of Loudoun Street looking south*, by James E. Taylor, Winchester, Virginia, 1864; drawing completed in 1869. From *The James E. Taylor Sketchbook*. Courtesy of the Western Reserve Historical Society.



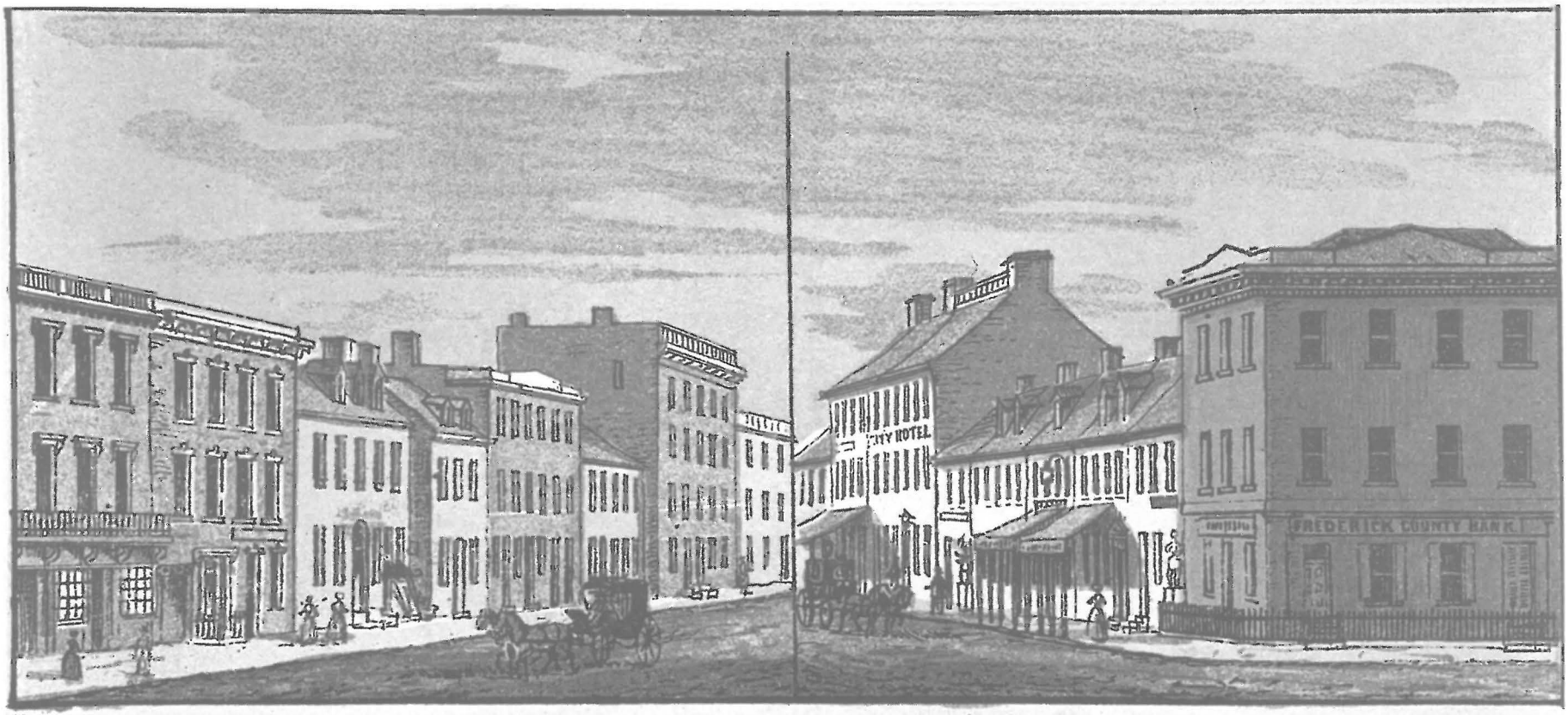
Taylors Tavern - View of Lansdown Street looking South

Figure 22. *Dec 6th - Colonel J. Warren Keifers com'd - 2nd Brigade 3rd Div 6th AC - Passing through Winchester on the way to reinforce Grants Army in Front of Petersburg, 1864*, by James E. Taylor. Drawing completed in 1896. From *The James E. Taylor Sketchbook*. Courtesy of the Western Reserve Historical Society.



Dec 6th 1864 Colonel J. Warren Keifer's Capt = 2nd Brigade 3rd Div 6th A C - passing through Winchester on the way to reinforce Sheridan's Army in Front of Petersburg

Figure 23. Vignette, *View in Patrick street, looking west* from E. Sachse & Co. view of Frederick, Maryland, 1854. Neg. no. V-46. Courtesy of the Maryland Historical Society, Baltimore, Maryland.



View in Patrickstreet, looking west.

Figure 24. Marshall House in Alexandria, Virginia, 1862. Neg. no. 165-SB-1. Courtesy National Archives.


LANDALL HOUSE

Figure 25. Ruins of the American Hotel, Buffalo, New York, 1850. Neg. no. B-1061. Courtesy of the Buffalo and Erie County Historical Society.

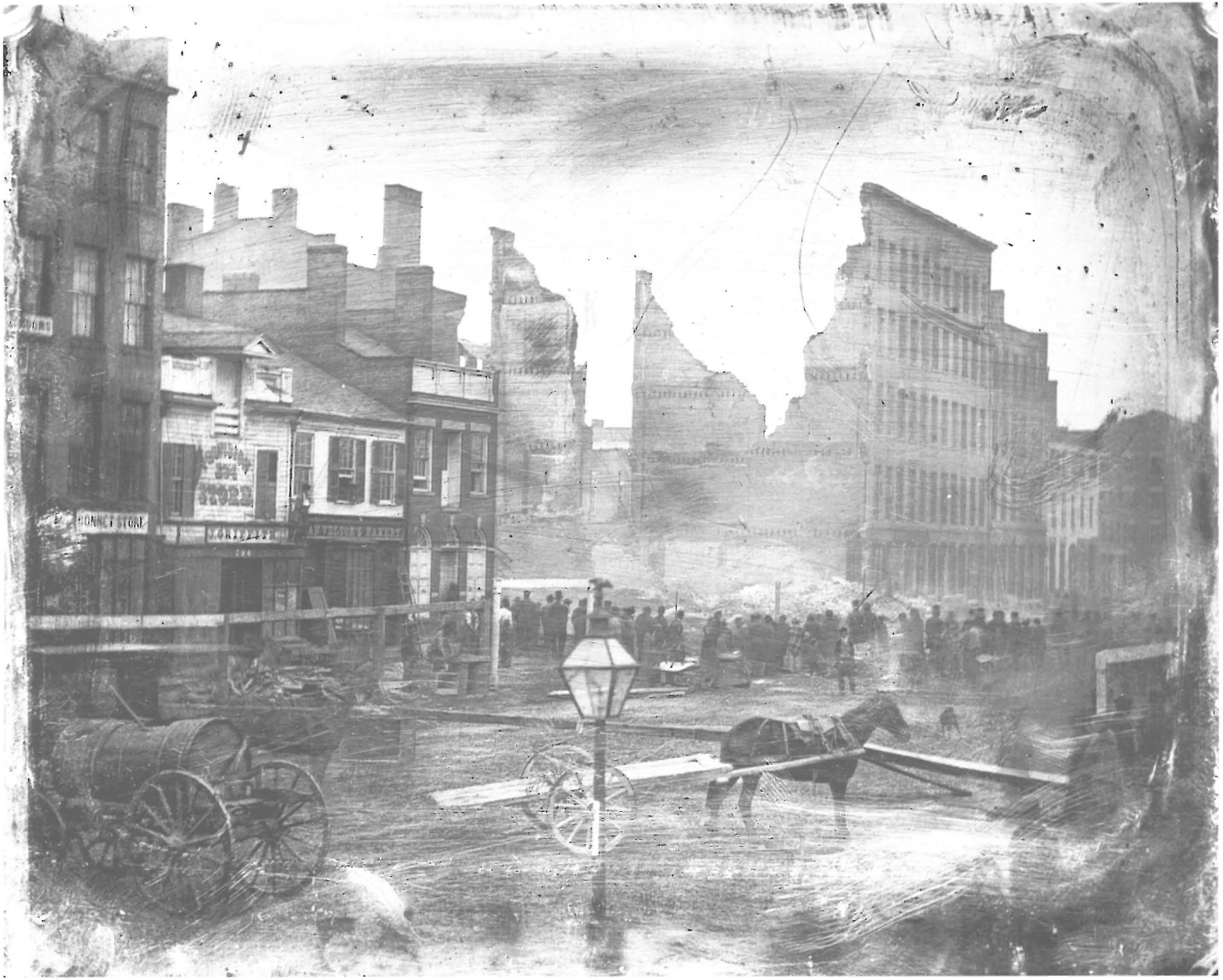
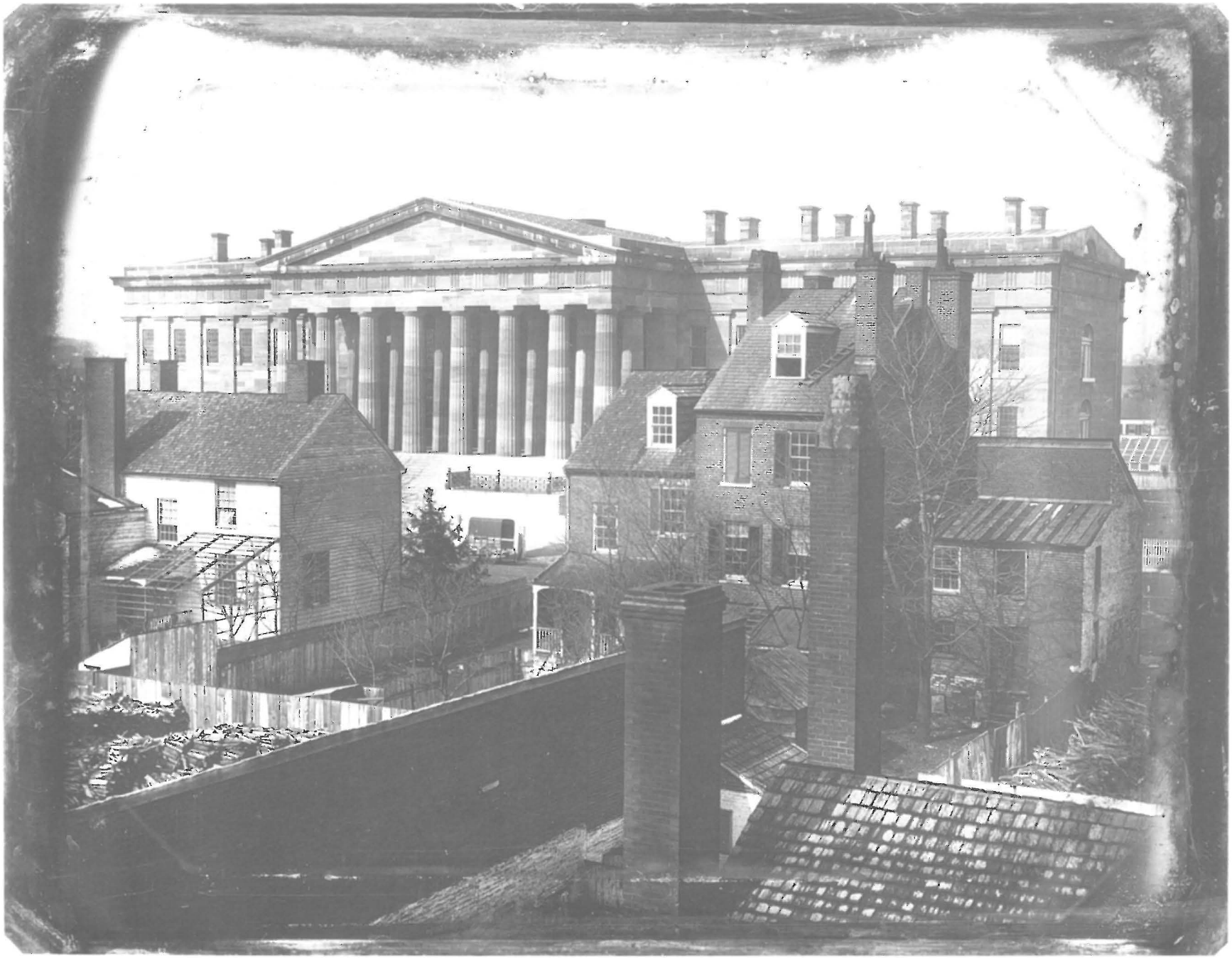

PIONEER STORE

Figure 26. Northeast corner of South Street, New York City, 1867. Neg. no. 50730. From the Collection of The New-York Historical Society.


MASTERS ELEVATORS A&R
SWIFTSURE EXPRESS LINE
SWIFTSURE EXPRESS LINE
TRACTOR

Figure 27. The Old Patent Office, Washington, D.C., by John Plumbe, ca.1846. Courtesy of the Library of Congress.



APPENDIX

Transcripts of Advertisements Cited in Plan

Building 10

Spirit of Jefferson
March 5, 1859, page 3, column 6:

GREAT SOUTHERN CLOTHING HALL SHENANDOAH STREET, OPPOSITE THE U.S. ARSENAL, HARPERS FERRY, VIRGINIA

NISAN FRANK, Successor to WALTER, BROTHER & FRANK,

Having purchased the entire stock of merchandise of R. Walter & Brother, I would call the attention of my old friends and customers that I have adopted the CASH SYSTEM, which will enable me to sell at a small advance above manufacturing price. I have on hand a large stock of CLOTHING superior to that made to order as well as good fit; also a complete stock of Gents furnishings goods and a well assorted Stock of Boots and Shoes, which I am selling cheap for CASH.

I am thankful for past favors and patronage and hope the continuance of the same.
Harpers Ferry, February 19, 1859

* * * * *

Building 11

Virginia Free Press
April 24, 1856, page 3, column 1:

NEW GOODS. SPRING AND SUMMER DRY GOODS.

The subscriber has just completed opening one of the largest and best selected Stocks of SPRING AND SUMMER DRY GOODS, he has ever had the pleasure of exhibiting to the people of Harpers Ferry and vicinity. His Stock is indeed unusually large and elegant, having been selected from some of the best Houses in Baltimore and Philadelphia. A call is respectfully solicited from all in search of nice goods and bargains.

DRESS GOODS - In this department may be found every article of Dress Material of the very latest styles, with a full elegant assortment of Trimmings to match.

EMBROIDERIES - A large Stock of all kinds; Kid Gloves all colors, Silk Mitts all qualities, Parasols, Bonnet Trimmings of every style, quality and price. Misses' and Children's Straw Hats and Shaker Bonnets, Hooped & Grass Skirts.

CHARLES JOHNSON

Harpers Ferry, April 24, 1856

Virginia Free Press
May 29, 1856, page 2, column 6:

50 *BBLS. No. 1 Susquehanna and Potomac Herring* of the first run, just received and for sale low by

CHARLES JOHNSON,

Harpers Ferry, May 29, 1856

* * * * *

Virginia Free Press
August 6, 1857, page 2, column 6:

Arthur's Patent Self-Sealing CANS AND JARS, FOR FRUIT!

A LARGE stock of all sizes in Stone Ware, Glass and Tin. For sale by

CHARLES JOHNSON.

Harper's Ferry, Aug. 6, 1857

GOOD NEWS, *"GROCERIES FALLING AT LAST!"*

A LARGE stock just received, and for sale at reduced price by

CHARLES JOHNSON.

Harper's Ferry, August 6, 1857

* * * * *

Virginia Free Press
April 8, 1858, page 2, column 6:

Now is the Time, If Ever, to *BUY CHEAP.*

Only think Mouslin de Chine, 25 cts; new style French Du...
Lawnes, warranted fast colors... Organdies, plain and figured Barrages [sic] ... Also a large stock of French Lace and Chantilly Mantillas and Capes just received and will be sold at less than the cost to manufacture Dont [sic] forget the greatest bargain at

CHARLES JOHNSON'S

Harpers Ferry, April 8, 1858.

Spirit of Jefferson
March 5, 1859, page 3, column 4:

Harpers Ferry *PROPERTY FOR SALE*

I am authorized to sell that very valuable STORE HOUSE AND DWELLING, now in the occupancy of Charles Johnson; the property of William Anderson situated on Shenandoah street, two doors east of Washington Street, in the town of Harper's [sic] Ferry. Front on Shenandoah street 31 feet, main building running back [?]0 feet, 3 stories high, with cellar under whole, and attic finished for chambers; with BACK BUILDING attached of 30 by 20 feet, and TWO STORIES high, all built of BRICK, in the most substantial manner, and covered with SLATE.

The stand for MERCHANDISING is superior, as has been proven by the success of the present occupant, and also that of Mr. Anderson himself.

TERMS made to suit purchaser,

S. H. BROWN

Jan. 22, '59

* * * * *

Building 8

Virginia Free Press
January 5, 1854, page 3, column 1:

FOR SALE

A FIRST-RATE BUGGY, nearly new. Persons in want will call early, as I will sell at accommodating terms.

JOHN G. RIDENOUR.

Harpers Ferry, January 5, 1854

* * * * *

Virginia Free Press
February 21, 1851, page 3, column 1:

Selling off for Spring

The subscriber would respectfully beg leave to inform his friends and customers in Harpers Ferry and the surrounding country, that he keeps constantly on hand a good assortment of GOODS, which he is determined to sell at as low a rate as they can be sold at in this part of the country. He respectfully solicits a call from all, as he will offer great inducements to purchasers. His stock consists in part as follows, viz.:

Spirit of Jefferson
August 7, 1883, page 3, column 3:

Mr. James McGraw has completed the plastering of his fine new business and dwelling house, on Shenandoah street, Harper's [sic] Ferry. It is a massive and commodious structure, and contains (above the first floor, which he has already completed and in use for his mercantile business) sixteen good sized rooms. The door-sills are heavy marble, the foundation walls four feet thick - so that Mr. McG. evidently don't mean to be washed away by the first little rise in the river at Harper's [sic] Ferry. Among the items of material used in construction of his building were 1,500 bushels of lime, 100 barrels of cement, and six tons of iron - the latter embracing girders, rods, bolts, &c., to give strength to the structure.

* * * * *

Spirit of Jefferson
October 30, 1883, page 2, column 3:

COAL AND SALT.
I am now receiving my supplies of Coal and Salt, and offer
Best Quality of White Ash Nut Coal at $6.00
" " " " " *Stone* " " 6.25
Georges' Creek Big Vein Run of Mine " 3.00
per Ton in yard. Also, 2,000 Sacks LIVERPOOL FINE and G.A. SALT. suitable for Table, Dairy and Farming uses, at very low prices.

JAMES McGRAW

Harper's Ferry, W. Va., Oct. 30, 1883

* * * * *

Spirit of Jefferson
November 27, 1883, page 2, column 4:

500 Sacks of Liverpool Fine Salt,
Weighing 225 lbs. each have just been received direct, and are offered for sale at a very low price, by

JAMES McGRAW.

Harper's Ferry, W. Va., Nov. 27, 1883.

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U.S. Department of the Interior
Mission Statement

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 national 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.