

HISTORICAL BASE MAP

Part of the Master Plan

HARPERS FERRY NATIONAL HISTORICAL PARK

Harpers Ferry, West Virginia

Sheet No. 1

June, 1966, Edition

GRID NO. 1-B:

Warm Springs road found:

"Map of Jefferson County, Virginia, compiled under the direction of Lieut. Col. J. N. Macomb, Chf. Topl. Engr., for the use of Maj. Gen. Geo. B. McClellan, commanding U. S. Army, 1861." (Files, National Archives, Record Group No. 98.) (Cited hereafter as Map of Jefferson County.)

Baltimore & Ohio Railroad found:

Map of Jefferson County

GRID NO. 1-C:

Warm Springs road found:

Map of Jefferson County

Baltimore & Ohio Railroad found:

Map of Jefferson County

Charlestown and Shepherdstown road found:

Map of Jefferson County

GRID NO. 1-D:

Charlestown and Shepherdstown road found:

Map of Jefferson County

Streams found:

United States Department of the Interior, Geological Survey - Charles Town Quadrangle - 1:24,000, 1955. (Cited hereafter as U.S.G.S. Charles Town Quad.)

Evitts Run found:

U.S.G.S. - Charles Town Quad

GRID NO. 2-A:

Stream found:

United States Department of the Interior, Shepherdstown
Quadrangle — 1:24,000, 1953. (Cited hereafter as U.S.G.S. —
Shepherdstown Quad.)

GRID NO. 2-B:

Streams found:

U.S.G.S. - Charles Town Quad

U.S.G.S. - Shepherdstown Quad

Roads found:

Map of Jefferson County

McClellan's Map

GRID NO. 2-C:

Duffield's Depot found:

Map of Jefferson County

McClellan's Map

Cowles, Atlas to Accompany the Official Records, Plate LXXXII,
Fig. 5. "Sketch of Actions near Kearneysville and Shepherdstown, Va.,
Thursday, August 25th, 1864, to accompany Report of Jed. Hotchkiss, Top.
Engr., A.V.C." (Cited hereafter as Sketch of Action near Kearneysville.)

Elk Branch found:

U.S.G.S. - Charles Town Quad

Baltimore & Ohio Railroad found:

Map of Jefferson County

McClellan's Map

Sketch of Action near Kearneysville

Road network found:

Map of Jefferson County

McClellan's Map

GRID NO. 2-D:

Streams found:

U.S.G.S. - Charles Town Quad

Road network found:

McClellan's Map

Map of Jefferson County

Zoar Church found:

Cowles, Atlas to Accompany the Official Records, Plate XXIX,
Fig. 1. "Map of the Battle-Fields of Harpers Ferry and Sharpsburg,
with Positions of Troops, Routes of Army & c., Sept. 13 to 17, 1862.
Topl. Office A.N.V. by S. Howell Brown, 1st Lieut. Engr. Troops in
charge. Topl. Dept. A.N.V., Jan. 27, 1864." (Cited hereafter as Brown's Map.)

Lambert's Store found:

Brown's Map

GRID NO. 2-E:

Flowing Springs Run found:

U.S.G.S. - Charles Town Quad

Streams found:

U.S.G.S. - Charles Town Quad

Winchester & Potomac Railroad found:

Map of Jefferson County

McClellan's Map

Brown's Map

Road network found:

Map of Jefferson County

McClellan's Map

Brown's Map

Flowing Springs Mill found:

Brown's Map

GRID NO. 2-F:

Road network found:

Map of Jefferson County

McClellan's Map

Cattail Run found:

U.S.G.S. - Charles Town Quad

Streams found:

U.S.G.S. - Charles Town Quad

GRID NO. 3-A:

Rattlesnake Run found:

U.S.G.S. - Shepherdstown Quad

Streams found:

U.S.G.S. - Shepherdstown Quad

Road network found:

Brown's Map

Map of Jefferson County

McClellan's Map

Dwellings found:

Sketch of Action near Kearneysville

GRID NO. 3-B:

Streams found:

U.S.G.S. - Charles Town Quad

U.S.G.S. - Shepherdstown Quad

Road network found:

Brown's Map

Map of Jefferson County

McClellan's Map

Hess' Store found:

Brown's Map

Farm buildings found:

Brown's Map

Sketch of Action near Kearneysville

GRID NO. 3-C:

Elk Branch Run found:

U.S.G.S. - Charles Town Quad

Streams found:

U.S.G.S. - Charles Town Quad

Baltimore & Ohio Railroad found:

Brown's Map

Map of Jefferson County

McClellan's Map

Road network found:

Map of Jefferson County

McClellan's Map

Deck's Shop found:

Brown's Map

GRID NO. 3-D:

Elk Run Creek found:

U.S.G.S. - Charles Town Quad

Streams found:

U.S.G.S. - Charles Town Quad

Road network found:

Brown's Map

McClellan's Map

Map of Jefferson County

Buildings found:

McClellan's Map

Map of Jefferson County

GRID NO. 3-E:

Flowing Springs Run found:

U.S.G.S. - Charles Town Quad

Streams found:

U.S.G.S. - Charles Town Quad

Lewis Washington House (Beallair) found:

Brown's Map

Lewis Washington told the Mason Committee that his house was "about five miles" from Harpers Ferry. Mason Report -- Report of the Select Committee of the Senate appointed to inquire in the late invasion and seizure of the public property at Harpers Ferry. --Rep. Com. No. 278, 36th Congress, 1st Session.

Field reconnaissance by Historian Bearss, May 30, 1966.

Road network found:

Brown's Map

Map of Jefferson County

McClellan's Map

Schaeffer's Cross-Roads found:

Brown's Map

Schaeffer's house found:

Brown's Map

Lucus' house found:

Brown's Map

Field reconnaissance by Historian Bearss, May 30, 1966

Winchester & Potomac Railroad found:

McClellan's Map

Map of Jefferson County

Brown's Map

Halltown found:

McClellan's Map

Map of Jefferson County

Brown's Map

"Military Map, showing the topographical features of the country adjacent to Harpers Ferry, Va., including Maryland, Loudoun, and Bolivar Heights, and portions of South and Short Mountains.... Surveyed from August 3d to Sept. 30th, 1863, under the direction of Capt. N. Michler, Corps of Engrs. U.S. Army, by Major John E. Weyss, principal assistant," (Files, National Archives, Record Group, 77.) (Cited hereafter as Michler's Map.)

Halltown Mill found:

Michler's Map

GRID NO. 3-F:

Streams found:

U.S.G.S. - Charles Town Quad

Road network found:

Map of Jefferson County

McClellan's Map

Federal Hill found:

"East Half Army of the Potomac Map," (Files, National Archives, Record Group 98.) (Cited hereafter as Army of the Potomac's Map.)

Lucus' farm and shop found:

Brown's Map

GRID NO. 4-A:

Rattlesnake Run found:

U.S.G.S. - Shepherdstown Quad

Streams found:

U.S.G.S. - Shepherdstown Quad

GRID NO. 4-B:

Streams found:

U.S.G.S. - Shepherdstown Quad

U.S.G.S. - Charles Town Quad

Nichols' Shop found:

Brown's Map

Morrison's and Licklider's dwellings found:

Brown's Map

Road network found:

Brown's Map

Map of Jefferson County

McClellan's Map

GRID NO. 4-C:

Elk Branch Run found:

U.S.G.S. - Charles Town Quad

Baltimore & Ohio Railroad found:

McClellan's Map

Brown's Map

Map of Jefferson County

Road network found:

McClellan's Map

Army of the Potomac's Map

Brown's Map

Map of Jefferson County

Zion Church found:

Brown's Map

Army of the Potomac's Map

GRID NO. 4-D:

Elk Run found:

U.S.G.S. - Charles Town Quad

Elk Branch Run found:

U.S.G.S. - Charles Town Quad

Streams found:

U.S.G.S. - Charles Town Quad

Baltimore & Ohio Railroad found:

McClellan's Map

Brown's Map

Map of Jefferson County

Michler's Map

Loman's Mill found:

Michler's Map

Road network found:

Michler's Map

Brown's Map

McClellan's Map

Buckles' and D. Moler's dwellings found:

Michler's Map

Brown's Map

GRID NO. 4-E:

Flowing Springs Run found:

U.S.G.S. - Charles Town Quad

Shenandoah River found:

U.S.G.S. - Charles Town Quad

Winchester and Potomac Railroad found:

Brown's Map

Michler's Map

McClellan's Map

Map of Jefferson County

Charlestown Pike found:

Brown's Map

Michler's Map

McClellan's Map

Other roads found:

Brown's Map

Michler's Map

McClellan's Map

Map of Jefferson County

Bridges found:

Michler's Map

Cowles, Atlas to Accompany the Official Records, Plate LXXXII, Fig. 1, "Map of Engagement at Harper's Ferry, Va., July 4th, 1864. To accompany Report of Jed. Hotchkiss, Tog. Eng. A.V.D." (Cited hereafter as Engagement at Harpers Ferry Map.)

Widow Henderson's dwelling found:

Michler's Map

Engagement at Harpers Ferry Map

Colonel Lewis Washington told the Mason Committee that on leaving his house, the raiders took the "usual road that led to the Ferry." Their first stopping place, he continued, was "at the house of Mrs. Henderson, window of Richard Henderson...." Mason Report, 33.

Allstadt's dwelling found:

Brown's Map

Colonel Washington reported that "Allstadt's inclosure bordering on the pike has a post and rail fence around it; the road on the opposite side of the pike has one of our Virginia worm fences...." Mason Report, 33.

According to Allstadt, he lived "two and half miles above Harpers Ferry, in the county of Jefferson, State of Virginia...." Mason Report, 40.

Field reconnaissance by Historian Bearss, May 30, 1966.

Toll House found:

Brown's Map

Engagement at Harpers Ferry Map

J. Moler's dwelling found:

Engagement at Harpers Ferry Map

School-House Hill found:

Engagement at Harpers Ferry Map

GRID NO. 4-F:

Shenandoah River found:

U.S.G.S. - Charles Town Quad

Winchester & Potomac Railroad found:

McClellan's Map

Map of Jefferson County

Streams found:

U.S.G.S. - Charles Town Quad

Keyes' Ferry found:

Brown's Map

Map of Jefferson County

Road network found:

Brown's Map

Map of Jefferson County

McClellan's Map

Army of the Potomac's Map

Cromwell's, Lucus', and McSherry's dwellings found;

Brown's Map

GRID NO. 5-A:

Streams found:

U.S.G.S. - Shepherdstown Quad

Road network found:

Brown's Map

Map of Jefferson County

Moler's Shop found:

Brown's Map

GRID NO. 5-B:

Potomac River found:

U.S.G.S. - Shepherdstown Quad

United States Department of the Interior, Geological Survey -
Keedysville Quadrangle - 1:24,000, 1953. (Cited hereafter as U.S.G.S. -
Keedysville Quad.)

United States Department of the Interior, Geological Survey -
Harpers Ferry Quadrangle - 1:24,000, 1955. (Cited hereafter as U.S.G.S. -
Harpers Ferry Quad.)

Streams found:

U.S.G.S. - Keedysville Quad

U.S.G.S. - Harpers Ferry Quad

U.S.G.S. - Shepherdstown Quad

Chesapeake & Ohio Canal found:

U.S.G.S. - Harpers Ferry Quad

U.S.G.S. - Charles Town Quad

Road system found:

Brown's Map

McClellan's Map

Map of Jefferson County

Knott's Mill found:

Brown's Map

GRID NO. 5-C:

Potomac River found:

U.S.G.S.-Charles Town Quad

U.S.G.S. - Harpers Ferry Quad

Streams found:

U.S.G.S. - Charles Town Quad

U.S.G.S. - Harpers Ferry Quad

Chesapeake & Ohio Canal found:

U.S.G.S. - Charles Town Quad

U.S.G.S. - Harpers Ferry Quad

Road Network found:

Brown's Map

Michler's Map

Map of Jefferson County

McClellan's Map

Engle's Dwelling found:

Engagement at Harper's Ferry Map

Moler's and Duke's Dwellings found:

Brown's Map

Potomac River found:

U.S.G.S. — Harpers Ferry Quad

U.S.G.S. — Charles Town Quad

GRID NO. 5-D:

Chesapeake & Ohio Canal found:

U.S.G.S. — Charles Town Quad

U.S.G.S. — Harpers Ferry Quad

Locks Nos. 34, 35, and 36 found:

U.S.G.S. — Charles Town Quad

U.S.G.S. — Harpers Ferry Quad

Streams found:

U.S.G.S. — Charles Town Quad

U.S.G.S. — Harpers Ferry Quad

Byrne's Island found:

Engagement at Harper's Ferry Map

Michler's Map

Brown's Map

New Dam found:

Engagement at Harper's Ferry Map

Brown's Map

Michler's Map

Old Dam found:

"Sketch of the Vicinity of Harpers Ferry,"
by William Luce, October 1861, files National
Archives, Record Group No. 77. Cited hereafter
as Luce's Map.

Keep Tryst's Furnance found:

Luce's Map

Engagement at Harper's Ferry Map

Brown's Map

Michler's Map

Pilcher's Dwelling found:

Engagement at Harper's Ferry Map

Luce's Map

Mill found:

Michler's Map

Cochrane's Warehouse found:

Luce's Map

H. Strider's Dwelling found:

Engagement at Harper's Ferry Map

Luce's Map

Road network found:

Luce's Map

Michler's Map

Engagement at Harpers Ferry Map

Brown's Map

Bolivar and Harpers Ferry found:

Luce's Map

Michler's Map

Engagement at Harpers Ferry Map

Brown's Map

Bolivar Heights found:

U.S.G.S. Charles Town Quad

Engagement at Harpers Ferry Map

Baltimore & Ohio Railroad found:

Luce's Map

Michler's Map

Engagement at Harpers Ferry Map

GRID No. 5-E:

Shenandoah River found:

U.S.G.S. - Harpers Ferry Quad

U.S.G.S. - Charles Town Quad

Winchester & Potomac Canal found:

Luce's Map

Map of Jefferson County

Michler's Map

Engagement at Harpers Ferry Map

Road network found:

Luce's Map

Michler's Map

Engagement at Harpers Ferry Map

Brown's Map

Bolivar Heights found:

Engagement at Harpers Ferry Map

Brown's Map

Michler's Map

Luce's Map

Railroad bridges found:

Luce's Map

Engagement at Harpers Ferry Map

Canal found:

Luce's Map

Michler's Map

Brown's Map

Long Island found:

Engagement at Harper's Ferry Map

Green Island found:

Engagement at Harper's Ferry Map

Bull's Falls found:

Luce's Map

Bull's Hill found:

Luce's Map

Negro Cabin found:

Luce's Map

Chambers', Miller's, and J. H. Strider's dwellings found:

Luce's Map

Engagement at Harper's Ferry Map

Michler's Map

Brown's Map

Other buildings found:

Luce's Map

Michler's Map

Brown's Map

Loudoun Heights found:

Engagement at Harper's Ferry Map

Luce's Map

Michler's Map

GRID NO. 5-F:

Streams found:

U.S.G.S. - Charles Town Quad

U.S.G.S. - Harpers Ferry Quad

Road found:

Brown's Map

Michler's Map

GRID No. 6-A:

Potomac River found:

U.S.G.S. - Keedysville Quad

Chesapeake & Ohio Canal found:

U.S.G.S. - Keedysville Quad

Stream found:

U.S.G.S. - Keedysville Quad

Sharpsburg road found:

Michler's Map

Brown's Map

GRID No. 6-B:

Potomac River found:

U.S.G.S. - Keedysville Quad

Chesapeake & Ohio Canal found:

U.S.G.S. - Keedysville Quad

Streams found:

U.S.G.S. Keedysville Quad

Kennedy Farm house and cabin found:

John C. Unseld told the Mason Committee that Brown "told me he had rented the two houses on the Kennedy farm." The two Kennedy buildings rented by Brown, Unseld reported, were about 600 yards apart; "one on one side of the road, and the other on the other; the house they call the cabin is hid by shrubbery in the summer season pretty much; it is a swampy piece of ground, and going from Harper's Ferry to Boonesborough you cannot see it until you get by; indeed you could not see it from the other house when they went there."

The cabin, Unseld testified, had "only one room and a garret."

As for the Kennedy house, Unseld reported, "there was a high porch on the house," Mason Report, 3, 4-5

Oswald G. Villard, who spent years researching his biography of Brown, wrote in 1910, "As for the Kennedy Farm, it is about five miles from Harper's Ferry. The main house, since altered and enlarged, was by no means commodious. There was an basement kitchen and storeroom, a livingroom and bedrooms on the second story, and an attic in which the men slept. The house stands three hundred yards from the road, on the left as one approaches from Harper's Ferry, and was about six hundred yards from the simple cabin across the road, the second house leased, since destroyed. This stood about three hundred yards from the road, on the right-hand side, facing the main house." Oswald Villard, John Brown 1800-1859: A Biography Fifty Years After (Boston, 1910), 404.

Field reconnaissance by Historian Bearss, May 30, 1966.

Hoffmaster farm found:

Michler's Map

Mrs. Annie Brown Adams recalled, "After the meals I cleared off the table and washed the dishes and swept the floors of the room and porch, constantly on the look out for Mrs. Huffmaster [sic], our nearest neighbor." Villard, John Brown, 417.

Dunker Church found:

Field reconnaissance by Historian Bearss on

Road network found:

Michler's Map

Army of the Potomac's Map

GRID NO. 6-C:

Streams found:

U.S.G.S.-Harpers Ferry Quad

Road network found:

Michler's Map

Army of the Potomac's Map

Terence Byrne's house and outbuildings found:

Michler's Map

Terence Byrne told the Mason Committee, "I am forty-two years of age, I reside in Washington County, Maryland, about three miles northwest of Harpers Ferry."

According to Byrne, his farm was "not quite a mile and a half south of the Kennedy farm." Mason Report, 13

Other buildings found:

Michler's Map

Elk Ridge found:

Brown's Map

U.S.G.S.-Harpers Ferry Quad

GRID NO. 6-D:

Potomac River found:

U.S.G.S. - Harpers Ferry Quad

Chesapeake & Ohio Canal found:

U.S.G.S. - Harpers Ferry Quad

Locks No. 32 and 33 found:

U.S.G.S. - Harpers Ferry Quad

Luce's Map

Baltimore & Ohio and Winchester & Potomac Railroads found:

Brown's Map

Michler's Map

Engagement at Harpers Ferry Map

Luce's Map

Y-Bridge across the Potomac found:

Brown's Map

Luce's Map

Michler's Map

Harpers Ferry found:

Brown's Map

Luce's Map

Engagement at Harpers Ferry Map

Michler's Map

Road network found:

Brown's Map

Michler's Map

Army of the Potomac Map

Sandy Hook found:

Michler's Map

Brown's Map

Maryland Heights found:

Brown's Map

Michler's Map

Unsel'd's Dwelling and Outbuildings found:

Michler's Map

When appearing before the Mason Committee, John Unsel'd reported that he resided "about a mile from Harpers Ferry, Virginia, in Washington County, Maryland." According to Unsel'd his residence was about four miles from the Kennedy farm. Mason Report, 1,5.

Byrne's Island found:

Luce's Map

Engagement at Harper's Ferry Map

Michler's Map

Brown's Map

GIRD NO. 6-E:

Shenandoah and Potomac rivers found:

U.S.G.S. - Harpers Ferry Quad

Railroad Bridge found:

Luce's Map

Engagement at Harper's Ferry Map

Suspension Bridge Spanning the Shenandoah found:

Michler's Map

Luce's Map

Brown's Map

Piney Run found:

U.S.G.S. - Harpers Ferry Quad

Road to Hillsborough found:

Luce's Map

Michler's Map

Road found:

Michler's Map

Map of Jefferson County

GRID NO. 6-F:

Piney Run found:

U.S.G.S. - Harpers Ferry Quad

Hillsborough Pike found:

Michler's Map

Map of Jefferson County

GRID NO. 7-A:

Stream found:

U.S.G.S. - Keedysville Quad

Road network found:

Michler's Map

Army of the Potomac Map

GRID NO. 7-B:

Streams found:

U.S.G.S. - Keedysville Quad

U.S.G.S. - Harpers Ferry Quad

Solomon's Gap found:

Michler's Map

Army of the Potomac Map

Road network found:

Michler's Map

Army of the Potomac Map

GRID NO. 7-C:

Israel Creek found:

U.S.G.S. - Harpers Ferry Quad

Streams found:

U.S.G.S. - Harpers Ferry Quad

Elk Ridge found:

Brown's Map

Pleasant Valley found:

Army of the Potomac Map

Michler's Map

Sandy Hook Road found:

Army of the Potomac Map

Michler's Map

GRID NO. 7-D:

Potomac River found:

U.S.G.S. - Harpers Ferry Quad

Islands in Potomac River found:

Michler's Map

Chesapeake & Ohio Canal found:

Michler's Map

U.S.G.S. - Harpers Ferry Quad

Baltimore & Ohio Railroad found:

Michler's Map

Army of the Potomac Map

Sandy Hook found:

Brown's Map

Michler's Map

Israel Creek found:

U.S.G.S. - Harpers Ferry Quad

Michler's Map

Army of the Potomac Map

Pleasant Valley found:

Army of the Potomac Map

Michler's Map

Miller dwelling, along with other buildings, found:

Michler's Map

GRID NO. 7-E:

Potomac River found:

U.S.G.S. - Harpers Ferry Quad

Potomac River islands found:

Michler's Map

Streams found:

U.S.G.S. - Harpers Ferry Quad

Buzzard Rock found:

U.S.G.S. - Harpers Ferry Quad

White Rock found:

U.S.G.S. - Harpers Ferry Quad

GRID NO. 8-A:

Israel Creek found:

U.S.G.S. - Keedysville Quad

Road to Rohrerville found:

Army of the Potomac Map

Michler's Map

GRID NO. 8-B:

Israel Creek and branches found:

U.S.G.S. - Keedysville Quad

U.S.G.S. - Harpers Ferry Quad

Brownsville found:

Army of the Potomac Map

Bartlow's Mill found:

Michler's Map

Road network found:

Michler's Map

Army of the Potomac Map

GRID No. 8-C:

Israel Creek found:

U.S.G.S. - Harpers Ferry Quad

Streams found:

U.S.G.S. - Harpers Ferry Quad

Road network found:

Michler's Map

Army of the Potomac Map

South Mountain found:

Michler's Map

Army of the Potomac Map

GRID NO. 8-D:

Potomac River found:

U.S.G.S. - Harpers Ferry Quad

Potomac River islands found:

Michler's Map

Chesapeake & Ohio Canal found:

U.S.G.S. - Harpers Ferry Quad

Michler's Map

Lock No. 31 found:

U.S.G.S. - Harpers Ferry Quad

Dam found:

Army of the Potomac Map

Baltimore & Ohio Railroad found:

Michler's Map

Army of the Potomac Map

Weverton found:

Army of the Potomac Map

Michler's Map

Knoxville found:

Army of the Potomac Map

Michler's Map

Road network found:

Army of the Potomac Map

Weverton Mill found:

Army of the Potomac Map

GRID NO. 8-E:

Potomac River found:

U.S.G.S. - Harpers Ferry Quad

Dutchman Creek and other streams found:

U.S.G.S. - Harpers Ferry Quad

Road to Lovettsville found:

Army of the Potomac Map

J. Hough's and J. Everhart's dwellings found:

Army of the Potomac Map

HISTORICAL BASE MAP — JOHN BROWN'S RAID

Documentation

Movement Sheet, Number 1

Evening of October 16 — 10 A.M., October 17, 1859.

Part of the Master Plan

HARPERS FERRY NATIONAL HISTORIC PARK

Harpers Ferry, West Virginia.

Sheet No. 1

June, 1966, Edition

GRID NO. 6-B:

Brown and 18 of his men moved out from Kennedy's Farm on the evening of October 16, 1859, and took up the march for Harpers Ferry. Captain Owen Brown and Privates Barclay Coppoc and F. J. Meriam remained behind as rear guard in charge of arms and supplies. Oswald G. Villard, John Brown, 1800-1859...(Boston, 1910), 426; Laurence Greene, The Raid: A Biography of Harpers Ferry (New York, 1953), 103.

GRID NOS. 5-C, 5-D, 6-B, 6-C, and 6-D:

At the Dunker Church, Brown's company took a road veering toward the southwest rather than the Hoffmaster road. John Unseld, when asked by Senator Collamer, "Did Brown, in passing to and from the Ferry and his house, go by your house?" replied:

"No, sir; if he had, I should have been one of the first ones taken."

Mason Report, 6. "Report of the Select Committee of the Senate appointed to inquire into the late invasion and seizure of the public property at Harper's Ferry." -- Rep. Com. No. 278, 36th Congress, 1st Session. (Cited hereinafter as Mason Report).

GRID NO. 6-D:

At 10:30 p.m., Kagi and Stevens, as the advance guard, entered the Y-bridge and captured John Williams, the watchman. Villard, John Brown, 476.

GRID NOS. 3-E, 4-E, 5-E, and 5-D:

Stevens' patrol (consisting of Stevens, Osborn Anderson, Tidd, Cook, Leary, and Shields Green) moved out with the mission of capturing Colonel Lewis Washington. Villard, John Brown, 426; Greene, The Raid, 119.

GRID NO. 3-E:

Stevens' patrol reached Colonel Washington's at 1:30 a.m., October 17. When the raiders started back for Harpers Ferry, they took with them Colonel Washington, five of his slaves, a carriage and four-horse farm wagon. Villard, John Brown, 431; Mason Report, 32-33.

GRID NO. 4-E:

A brief stop is made, as the raiders return to Harpers Ferry, in front of the Widow Henderson's. Mason Report, 33.

GRID NO. 4-E:

At Allstadt's the raiders capture John Allstadt and his 18-year-old son. The Allstadts, father and son, along with seven of their slaves, are compelled by Stevens' men to get into Washington's four-horse wagon. Mason Report, 41; Villard, John Brown, 431-432.

GRID NOS. 5-D and 6-D:

At 5:05 a.m. Cook's detachment (Cook, Tidd, Leeman, and a half dozen Negroes) cross the Potomac Bridge, taking Washington's four-horse wagon with them. Mason Report, 13; Villard, John Brown, 435.

GRID NO. 6-D:

About 5:30 a.m. Cook and his people capture Terence Byrne. Mason Report, 13.

GRID NO. 6-C:

Cook and his companions escort Byrne to his home. While Cook and Leeman remain behind to guard Byrne and his brother, Tidd and the Negroes take Washington's wagon and proceed to the Kennedy farm to pick up arms. Mason Report, 14-15.

GRID NOS. 6-C and 6-D:

Upon the return of Tidd's working party, Cook's detachment (taking with them Terence Byrne) march down the road to the schoolhouse. After directing Schoolmaster Lind F. Currie to dismiss the students, the raiders begin unloading and storing the arms in the schoolhouse. Leeman then escorts Byrne to Harpers Ferry, where they arrive between 9 and 10 a.m. While en route from the schoolhouse, Leeman and Byrne encounter William Thompson. Before they crossed the bridge, Thompson, having gone on to the Kennedy Farm with a message for Owen Brown, rejoined them. Mason Report 15-17, 54-56; Greene, The Raid, 137-142; Villard, John Brown, 437-438.

GRID NOS. 5-D and 6-D:

The Wheeling-Baltimore Night Express reached the area, and is hailed and stopped by Patrick Higgins, who told Conductor Phelps that he had been attacked. An investigation by the engineer and fireman quickly confirms Higgins' story. The train remains at Harpers Ferry till daybreak, although Conductor Phelps had received word at 3:00 a.m. from Brown, through a prisoner, that he might proceed. Villard, John Brown, 432-433; Greene, The Raid, 129-130

GRID NOS. 1-F, 2-F, 3-E, 4-E, 5-E, and 6-D:

Dr. Starry, after seeing that the alarm was sounded, rode to Charlestown to see if the militia had turned out. Earlier, he had sent a messenger to Charlestown to alert Captain Rowan of the Jefferson Guards to the danger. Mason Report, 25; Greene, The Raid, 131; Villard, John Brown, 436.

GRID NOS. 1-F, 1-E, 2-E, and 3-E:

Alerted by the messenger (Lewis Washington's Negro overseer) sent by Dr. Starry, the Charlestown Militia had turned out in force. By 9:30 a.m. the Jefferson Guards (Captain Rowan commanding) and a number of other armed citizens had assembled. As soon as the citizens had elected officers, they prepared to board the cars of the Winchester and Potomac Railroad. By 9:30 the Jefferson Guards and Botts' Company had entrained, and the militia was off by train for their first active service. The troops had detrained at Halltown by 10:00 a.m.. As soon as they had been mustered, their officers prepared to march them to Bolivar. Villard, John Brown, 436; Charlestown Independent Democrat, October 25, 1859; Greene, The Raid, 145-146.

HISTORICAL BASE MAP--JOHN BROWN'S RAID

Documentation

Movement Sheet, Number 2
10 A.M. to Midnight, October 17, 1859.

Part of the Master Plan

HARPERS FERRY NATIONAL HISTORIC PARK

Harpers Ferry, West Virginia.

Sheet No. 4

GRID NOS. 4-E, 5-E, and 5-D:

The Jefferson Guards and Botts' Company are marched from Halltown to Bolivar. At Bolivar the troops found a number of armed men (20) from Bolivar and Harpers Ferry. Colonel Robert A. Baylor organized the men from Bolivar and Harpers Ferry into a company to be led by Captain Avis.

According to plans matured by the leaders of the militia (Colonels Baylor and Gibson), the Jefferson Guards were to cross the Potomac above Harpers Ferry, march down the north side of the river, and recover the Y-bridge.

Botts' people were to cross the Winchester & Potomac Railroad by way of Jefferson's Rock and take possession of the suspension bridge across the Shenandoah River and the Gault House. Avis' Company was to occupy the houses directly fronting the arsenal. "Colonel Baylor's Report," published in the Charlestown Independent Democrat, Nov. 8, 1859.

GRID NOS. 5-D and 6-D:

The Jefferson Guards (Captain Rowan commanding) march from Bolivar to Keep Tryst's Furnace, where they secure a flatboat. Crossing the Potomac in the craft, the Guards land on the Maryland shore, well above Harpers Ferry, and make a forced march to the bridge. During the last one-half mile of the march, the Guards were exposed to the fire of raiders posted in the armory yard.

About noon the Jefferson Guards advanced into the bridge. About halfway across, the militia took position and charged through the bridge, driving from it Oliver Brown and the rest of the guard (W. Thompson and D. Newby). Pressing on, the Jefferson Guards reached the Wager House. In this fighting, Samuel C. Young of the Jefferson Guards was wounded, being shot through the shoulder. Charlestown Independent Democrat, Oct. 25, 1859; Villard, John Brown, 437-438; Greene, The Raid, 147.

GRID NOS. 6 D and 7-D:

Detraining at Sandy Hook, the three Frederick companies marched across the Potomac bridge and reported to Colonel Baylor. Charlestown Independent Democrat, Oct. 25 and Nov. 8, 1859.

GRID NOS. 7-D, 8-D, 8-E, and 9-E:

At 10:30 p.m. a 15-car special train with the Baltimore militia (the Independent Grays, Law's Grays, Shields' Grays, Welles and McComas Rifles, and three companies of the Battalion of City Guards (225 strong), and Lieutenant Israel Green's company of Marines reached Sandy Hook. In accordance with orders from Lieutenant Colonel Robert E. Lee, the train stayed at Sandy Hook. Baltimore Sun, Oct. 18, 1858.

GRID NOS. 7-D, 8-D, 8-E, and 9-E:

Special train with Colonel Robert E. Lee and Lieutenant J. E. B. Stuart aboard pulled into Sandy Hook at 11 p.m. Baltimore Sun, Oct. 18, 1858; Villard, John Brown, 450.

GRID NOS. 6-D and 7-D:

Colonel Lee ordered Brigadier General C. C. Egerton to remain at Sandy Hook with Baltimore militia, while he, Lieutenant Stuart, and Green's company of Marines pushed on to Harpers Ferry. Villard, John Brown, 450; Mason Report, 40-41.

Captain Botts' Company, in the meantime, had marched down from Bolivar, by Jefferson's Rock, and across the Winchester and Potomac Railroad. By taking possession of the Gault House and the Shenandoah suspension bridge, Botts' militiamen had made certain that the raiders would be trapped. Charlestown Independent Democrat, October 25, 1859; Villard, John Brown, 439.

At the same time, Captain Avis and his people moved forward and took possession of several dwellings commanding the arsenal yard. Charlestown Independent Democrat, Oct. 25, 1859; Villard, John Brown, 439.

GRID NOS. 1-C, 2-C, 3-C, 4-C, 4-D, and 5-D:

At 4 p.m. a train with three companies of militia (the Shepherdstown Troop, the Hamtramck Guards, and 30 citizens of Martinsburg led by Captain E. G. Alburdis) arrived from the west. The train stopped some distance west of the depot, and the troops scrambled off. Charlestown Independent Democrat Oct. 25 and Nov. 8, 1859.

GRID NOS. 5-D and 6-D:

After he had formed his company, Captain Alburdis led his men down Potomac Street, through the armory yard from the rear, thus cutting off Brown's only remaining avenue of escape. Charlestown Independent Democrat Oct. 25 and Nov. 8, 1859; Villard, John Brown, 443; New York Herald, Oct. 24, 1859.

The Hamtramck Guards and the Shepherdstown Troop, after detraining, were formed on High Street by their captains. Led by Colonel Baylor, they advanced down High Street to the center of Harpers Ferry and took position in front of the arsenal. Villard, John Brown, 444; Charlestown Independent Democrat, Oct. 25 and Nov. 8, 1859.

GRID NOS. 1-F, 1-E, 2-E, and 3-E:

At 5 p.m. a train arrived at Halltown with reinforcements from the Valley--the Morgan Continental Guards of Winchester (Capt. B. B. Washington commanding) and the Rifles (Captain Clarke commanding). Charlestown Independent Democrat, Oct. 25 and Nov. 8, 1859; Villard, John Brown, 444.

GRID NOS. 3-E, 4-E, and 5-E:

The Morgan Continental Guards and the Clarke Rifles detrained at Halltown at 5 p.m. and marched forward, taking position at the Hall Works. Charlestown Independent Democrat, Oct. 25 and Nov. 8, 1859.

GRID NOS. 7-D, 8-D, 8-E, and 9-E:

At dusk a special train arrived from Frederick with three uniformed companies of militia. Charlestown Independent Democrat, Nov. 8, 1859; Villard, John Brown, 444.

HISTORICAL BASE MAP — JOHN BROWN'S RAID

Documentation

Movement Sheet, Number 3
Daybreak, October 17 - Noon, October 18, 1859.

Part of the Master Plan

HARPERS FERRY NATIONAL HISTORIC PARK

Harpers Ferry, West Virginia.

Sheet No. 7

GRID NO. 6-B:

The Wheeling-Baltimore Night Express, at daylight, crossed the Y-bridge spanning the Potomac at Harpers Ferry. The train pulled into Monocacy Junction at 7:05 a.m., and conductor Phelps telegraphed to W. P. Smith, the transportation manager at Baltimore, news that raiders had seized Harpers Ferry. Villard, John Brown, 433; Greene, The Raid, 132.

GRID NO. 7-B:

At 11 a.m., when the Wheeling-Baltimore Night Express reached Ellicott's Mills, conductor Phelps sends another message, reporting an insurrection at Harpers Ferry. Villard, John Brown, 434.

At 10:30 a.m. President John W. Garrett of the Baltimore & Ohio Railroad telegraphed President James Buchanan, Governor Henry A. Wise of Virginia, and Major General George H. Steuart (commanding the First Light Division, Maryland Volunteers) that an insurrection was in progress at Harpers Ferry, in which free Negroes and whites were engaged. Villard, John Brown, 434; Greene, The Raid, 144.

GRID NO. 7-C:

President Buchanan, upon learning of the insurrection at Harpers Ferry, ordered four companies of artillery from Fort Monroe to Baltimore, called out the small company of Marines, stationed at the Washington Navy Yard, and sent for Colonel Lee. Villard, John Brown, 449.

Colonel Lee was visiting with a friend in Leadbetter's Drugstore in Alexandria, when Lieutenant J.E. B. Stuart rode up with orders for Lee to report to the White House. Greene, The Raid, 145.

GRID NO. 7-B:

In response to a call from General Steuart, the Baltimore militia turned out. By 3:30 p.m. the following units had reported at the Baltimore and Ohio depot: the Independent Grays, Laws' Grays, Shields' Grays, the Welles and McComas Rifles, and three companies (Parks', Johnnes', and Woodburn's) of the Battalion of City Guards. The troops, 225 officers and men, boarded the waiting cars. As soon as the last man was aboard, the officer in charge (Brigadier General C. C. Egerton) gave the word, and the train started down the tracks. Baltimore Sun, October 18, 1859.

GRID NOS. 7-B and 7-C:

Lieutenant Israel Green's company of Marines from the Washington Navy Yard boarded a three-car special train. At the Relay House, the three cars with Green and his Marines were coupled onto the rear of the train carrying the Baltimore militia. Baltimore Sun, Oct. 18, 1859.

GRID NOS. 6-B and 7-B:

The 15-car train with the seven companies of Baltimore militia and the Marines reached Sandy Hook at 10:30 p.m., October 17, 1859. Baltimore Sun, Oct. 18, 1859.

GRID NOS. 6-B, 7-B, and 7-C:

A special train carrying Colonel Lee and Lieutenant Stuart left Washington. After stopping at Relay House at 6:30, it pulls into Sandy Hook at 11 p.m., October 17, 1859. Baltimore Sun, Oct. 18, 1859.

GRID NO. 6-B:

Three companies of the Frederick militia (100 strong) reached Harpers Ferry at dark, Villard, John Brown,⁴⁴⁴; Charlestown Independent Democrat, Nov. 8, 1859.

GRID NOS. 5-C, 5-B, and 6-B:

The Morgan Continental Guards and Clarke Rifles reached Harpers Ferry shortly after dark. Charlestown Independent Democrat, Nov. 8, 1859.

GRID NO. 6-B:

A train with the Hamtramek Guards, the Shepherdstown Troop, and Alburtis' Company reached Harpers Ferry by 4 p.m. Villard, John Brown,⁴⁴⁴; Charlestown Independent Democrat, October 25, and November 8, 1859.

GRID NOS. 6-D, 6-E, 7-C, and 7-D:

Governor Wise left Richmond at 8 p.m., October 17, with 60 men of Company F, 1st Virginia Volunteers, Captain Cary commanding. At Aquia Creek, Wise and the troops transferred from the cars of the RF&P Railroad to a steamboat. The steamer tied up at Washington at 1 a.m., October 18. Before catching a train for Harpers Ferry at 6 a.m., Governor Wise mustered into service 28 men of the Alexandria Riflemen. Richmond Enquirer, October 25, 1859.

GRID NOS. 6-B, 7-B, and 7-C:

Governor Wise, accompanied by Company F, 1st Virginia Volunteers and the Alexandria Riflemen, reached Harpers Ferry from Washington at noon, October 18. Richmond Enquirer, October 20 and 25, 1859; Villard, John Brown, 455-456.

GRID NOS. 7-B, 8-C, 8-D, 8-E, and 8-F:

In accordance with orders from Secretary of War John Floyd, a battalion of light artillery (Captain, E. O. C. Ord. commanding) was embarked on the Baltimore mail boat at Fort Monroe on the evening of October 17. The battalion consisted of Company A, 1st U.S. Artillery; Company B, 2d U.S. Artillery; Company K, 3d U.S. Artillery; and a detachment of Company C, 4th U.S. Artillery.

Ord's provisional battalion landed at Baltimore on the morning of the 18th and was marched to Fort McHenry. About noon, a message was received from Colonel Lee that the insurrection had been crushed and there was no need for Ord's battalion at Harpers Ferry. Williams to Floyd, and Roberts to Cooper, Oct. 18, 1859; Return of Troops transported from Fort Monroe to Harpers Ferry (National Archives) Ltrs.. Recd by AGO, Main Series 1822-1860, Roll 618).

GRID NOS. 6-D, 6-E, 7-C, and 7-D:

Colonel August left Richmond with the 1st Regiment Virginia Volunteers (— Company F) at 5 a.m., October 18. Colonel August and his companies reached Washington at 4 p.m. Orders were received at this point from Governor Wise for August to return to Richmond with six companies. One company, the Richmond Grays, was to continue on to Harpers Ferry, where the company commander was to report to the Governor. Richmond Enquirer, Oct. 18 and 19, 1859.

HISTORICAL BASE MAP—JOHN BROWN'S RAID

Documentation

Movement Sheet, Number 4
10:30 P.M., October 16 — 10 A.M., October 17, 1859,

Part of the Master Plan

HARPERS FERRY NATIONAL HISTORIC PARK

Harpers Ferry, West Virginia.

Sheet No. 11

GRID NOS. 8-B, 8-C, and 9-B:

At 10:30 p.m., October 16, 1859, Kagi and Stevens entered the Y-bridge spanning the Potomac and captured the watchman, William Williams.

Villard, John Brown, 429.

GRID NO. 7-C:

Daniel Whelan, who guarded the gate to the armory, was captured at his post at 10:45 p.m. Mason Report, 22: Villard, John Brown, 430. After breaking into the armory, the raiders crossed Shenandoah Street, and, unopposed, took possession of the arsenal buildings. Albert Hazlett and Edwin Coppac were detailed to garrison the arsenal. Villard, John Brown, 430; Greene, The Raid, 114.

GRID NOS. 2-D, 2-E, 3-D, 4-D, 5-D, 6-D, 7-D, and 7-C:

Brown, Stevens, and a detachment advanced and took possession of the Hall Rifle works. There a watchman was captured. Before returning to the armory, Brown assigned Kagi and John A. Copeland to hold the works. Subsequently, Kagi and Copeland were reinforced by Lewis S. Leary. Villard, John Brown, 430-431; Greene, The Raid, 114; Mason Report, 22.

GRID NOS. 1-B, 2-B, 3-B, 4-B, 5-B, 6-B, 6-C, and 7-C:

Stevens' patrol (consisting of Stevens, Osborn Anderson, Tidd, Cook, Leary, and Shields Green) moved out to capture Lewis Washington. Stevens' patrol returned about daybreak, bringing in Colonel Washington, John Allstadt and his 18-year-old son, five Washington slaves, and seven Allstadt slaves, in addition to Washington's carriage and four-horse wagon. (For movements of Stevens' patrol see Movement Sheet No. 1.)

Villard, John Brown, 431-432; Mason Report, 29-34, 41.

GRID NO. 7-C:

Upon his return to the armory yard from the expedition to Washington's and Allstadt's, Stevens turned his prisoners over to Brown. The whites and Negroes were escorted to the "engine-house;" the white prisoners were quartered in the "watch-house," while the Negroes, after being armed with pikes, were posted in the "engine-house."

Villard, John Brown, 432; Mason Report, 34-35, 41-42; Greene, The Raid, 124-125.

GRID NO. 8-B, 8-C, and 9-B:

Patrick Higgins, who was scheduled to relieve Williams as bridge guard at midnight, refused the raiders' demand to surrender. Fired upon, he escaped with a scalp wound and reached the Wager House. Villard, John Brown, 432.

GRID NO. 8-C:

Shepherd Hayward was shot and mortally wounded near the corner of the Wager House. Hayward had been out on the bridge to look for the guard, when he had been called on to halt. Instead of obeying, he had turned and started back to the office, when he was shot in the back. Villard, John Brown, 433; Greene, The Raid, 109-110; Mason Report, 23-24.

GRID NOS. 1-A, 2-A, 3-A, 4-A, 5-A, 6-B, 7-B, 7-C, 8-B, 8-C, and 9-B.

The Wheeling-Baltimore Night Express reached the area at 1:25 a.m. and was hailed by Pat Higgins. Higgins told conductor Phelps that he had been fired on. An investigation by the engineer and fireman confirmed Higgins' story. The train remained at Harpers Ferry till daybreak, although conductor Phelps had received word at 3 a.m. from Brown, through a prisoner, that he might proceed. Villard, John Brown, 432-433; Greene, The Raid, 129-130.

GRID NOS. 8-A, 8-B, 8-C, 9-B and 9-C:

At 5:05 a.m. Cook's detachment (Cook, Tidd, Leeman, and a half dozen Negroes) crossed the Potomac Bridge, taking Washington's four-horse wagon with them. (For the movements of Cook's detachment subsequent to their crossing the bridge, see Movement Sheet No. 1.)

Sometime between 9 and 10 a.m. Leeman and William Thompson recrossed the bridge. With them, they had a prisoner, Terence Byrne. The two raiders proceeded to the armory yard, where they turned Byrne over to Brown. Mason Report, 13-18; Villard, John Brown, 435.

GRID NO. 7-C:

About 7 a.m. the raiders shot and killed Thomas Boerley, a grocer.

Mason Report, 25; Charlestown, Independent Democrat, Oct. 25, 1859;

Greene, The Raid, 133.

GRID NOS. 7-C and 8-C:

As the master mechanics and workmen approached the armory gates to report for work a number were quickly bagged by the raiders. Within a short time, the number of prisoners held by Brown and his followers and confined in the "watch-house" had climbed to between 30 and 40.

Mason Report, 36.

Brown, who had established his headquarters in the "engine-house," ordered and had served from the Wager House, breakfast for 45 persons.

Villard, John Brown, 437.

Between 9 and 10 a.m., Brown discussed with his prisoners and conducted negotiations with the citizens looking toward a cessation of the shooting, and to leaving him and his followers in possession of the armory.

Joseph A. Brua, one of the hostages, passed back and forth between the "engine-house" and the Wager House, begging the citizens not to shoot, as they endangered the lives of his fellow prisoners. Villard, John

Brown, 438.

HISTORICAL BASE MAP—JOHN BROWN'S RAID

Documentation

Movement Sheet, Number 5
10 a.m — Dark, October 17, 1859.

Part of the Master Plan

HARPERS FERRY NATIONAL HISTORIC PARK

Harpers Ferry, West Virginia.

Sheet No. 15

GRID NOS. 7-A, 7-C, 8-A, 8-B, 8-C, and 9-B:

The Jefferson Guards (Captain Rowan commanding), after crossing the Potomac, made a forced march to the Y-bridge. For the last half-mile of the march, the Guards were exposed to the fire of raiders posted in the armory yard.

About noon, the Jefferson Guards advanced into the Y-bridge. About halfway across, the militia took position and charged, chasing Oliver Brown and the rest of the guard (W. Thompson and D. Newby) from the bridge. The Guards, pressing on, reached the Wager House, and advancing up Potomac Street, they took position behind the armory wall. In this fighting, Samuel C. Young of the Jefferson Guards was wounded.

Charlestown Independent Democrat, Oct. 25, 1859; Villard, John Brown, 437-438; Greene, The Raid, 147.

GRID NOS. 1-B, 2-B, 3-B, 4-B, 5-C, 6-C, 6-D, 7-C, and 7-D:

Captain Botts' Company, about noon, marched down from Camp Hill, passed Jefferson's Rock, and crossed the Winchester & Potomac Railroad. Taking possession of the Gault House and the Shenandoah Suspension Bridge, Botts' people made certain that Brown's raiders would not escape across the Shenandoah to Loudoun Heights. Charlestown Independent Democrat, October 25, 1859; Villard, John Brown, 439.

GRID NOS. 1-B, 2-B, 3-B, 4-B, 5-B, 6-B, 6-C, and 7-C:

Captain Avis and his company advanced at the same time as Botts'. Moving down High Street, Avis' men took possession of several dwellings commanding the arsenal yard. Charlestown Independent Democrat, Oct. 25, 1859; Villard, John Brown, 439.

GRID NO. 7-C:

As the bridge guards (Oliver Brown, W. Thompson, and D. Newby) fled before the advance of the Jefferson Guards, they headed for the "engine-house." As Newby dashed up Potomac Street, he was shot and killed by Richard B. Washington, a member of Captain Avis' Company. Villard, John Brown, 439.

At Brown's request, a prisoner, Reason Cross, was sent from the "engine-house" and through the gate to stop the firing. He was accompanied by a raider, William Thompson. Ignoring the flag of truce, the militia captured Thompson. Villard, John Brown, 439; Greene, The Raid, 149.

A little later, Brown dispatched another flag of truce by Stevens and Watson Brown, with whom went Mr. Kitzmiller. The militia refused to recognize the white flag and opened fire. Stevens fell. He was shot twice by George W. Chambers, posted in the Gault House. Watson Brown, mortally wounded, dragged himself back to the "engine-house." Villard, John Brown, 439, 440.

GRID NOS. 7-C and 8-C:

About the time that Watson Brown and Stevens were gunned down, William Leeman attempted to escape. Slipping out from the upper end of the armory yard, he sought to cross the Potomac, a little above the Y-bridge. He found himself exposed to a scathing fire, so he stopped on a tiny islet. There at 1 p.m. he was killed by G. A. Schoppert. Villard, John Brown, 440; Greene, The Raid, 152.

GRID NO. 7-C:

A prominent Jefferson County slaveholder, George W. Turner, was shot and killed at 2 p.m. by one of the raiders, as he rode down High Street. He was slain near the intersection of High and Shenandoah Streets. Villard, John Brown, 440-441; Charlestown Independent Democrat, Oct. 25, 1859.

A little after 4 p.m. Fontaine Beckham was gunned down by Edwin Coppoc, as he peeked around the corner of the water tank. Villard, John Brown, 441.

Immediately following Beckham's death, Oliver Brown, who was sitting in the partly opened door of the "engine-house," was shot and mortally wounded by a militiaman posted behind the trestle's stone wall. Greene, The Raid, 158; Villard, John Brown, 441.

GRID NO. 8-C:

About 4:15 p.m. a mob led by Harry Hunter and George W. Chambers entered the Wager House and seized William Thompson. The raider was carried out over to the Y-bridge and shot to death by the two ringleaders. His body was then thrown off the trestle work. The mob then started after Stevens, but, seeing that he was badly wounded, they decided not to lynch him.

Villard, John Brown, 442-443; Greene, The Raid. 158-159.

GRID NOS. 1-A, 2-A, 3-A, 4-A, and 5-A:

At 4 p.m. a train with three companies of militia (the Shepherdstown Troop, the Hamtramck Guards, and 30 citizens of Martinsburg, led by Captain E. G. Alburtis) arrived from the west. The train stopped some distance west of the depot, and the troops scrambled off the cars.

Charlestown Independent Democrat, Oct. 25 and Nov. 8, 1859.

GRID NOS. 5-A, 5-B, 6-B, 7-B, and 7-C:

After he had formed his company, Captain Alburtis led his men down Potomac Street, entering the armory yard from the rear. Pushing on, Alburtis' people cut off Brown's only remaining avenue of escape, and engaged the raiders at close range, driving them into the "engine-house." In this fighting, eight of Alburtis' men were wounded. Alburtis and his men, at this time, "found in the room adjoining the "engine-house", some thirty or forty prisoners who had been captured and confined by the outlaws.

The windows were broken open ... and these men escaped." According to Alburtis, "The whole of the outlaws were now driven into the engine-house...." Villard, John Brown, 443; Greene, The Raid, 147; Charlestown Independent Democrat, Oct. 25, 1859.

GRID NOS. 5-A, 5-B, 6-B, 6-C, and 7-C:

The Hamtramck Guards and the Shepherdstown Troop, after detraining, were formed on High Street by their captains. Led by Colonel Baylor, they advanced down High Street to the center of Harpers Ferry and took position in front of the arsenal. Villard, John Brown, 444; Charlestown Independent Democrat, Oct. 25 and Nov. 8, 1859.

GRID NOS. 1-E and 2-E:

About 4 p.m. a force of citizens organized by Dr. Starry and led by Irwin assailed and recovered the Hall Rifle Works. At the first shot, Kagi and his two companions abandoned their position, going out the back way toward the Winchester & Potomac Railroad. Dashing across the track, the three raiders sought to wade the Shenandoah. As they neared the right bank, they were met by armed citizens who forced them back into the river. The raiders then made for a large flat rock near mid-channel. Before reaching it, Kagi was shot and killed and Leary wounded. The third raider, Copeland, was captured by James H. Holt. Villard, John Brown, 444-445; Mason Report 27; Greene, The Raid, 156-157.

GRID NOS. 7-C, 7-D, 8-C, and 8-B:

About dark, Albert Hazlett and Osborn P. Anderson, who had been holding the arsenal, abandoned their position and escaped across the Potomac River into Maryland. Villard, John Brown, 445-446.

GRID NOS. 7-A, 8-A, 8-B, and 9-B:

Late in the afternoon, John Cook advanced from the schoolhouse to the Y-bridge. When opposite Harpers Ferry, Cook scaled Maryland Heights to get a view of what was happening in the town. Cook saw that Brown and his men had been cooped up in the "engine-house," so he opened fire on the militiamen of the Shepherdstown Troop and the Hamtramck Guards. The militia returned his fire. Having taken some of the pressure off his comrades, Cook descended to the Chesapeake & Ohio Canal and returned to the schoolhouse. Villard, John Brown, 446; Greene, The Raid, 155.

GRID NO. 9-B:

At dusk, three companies of militia (100 strong) reached Harpers Ferry from Frederick. Among the Frederick militia were companies led by Captains Ritchie and Sinn. These were the first uniformed companies to arrive at the point of danger. Villard, John Brown, 444; Charlestown Independent Democrat, Oct. 25, 1859.

GRID NOS. 1-B, 1-C, 1-D, and 1-E:

The Morgan Continental Guards (Captain B. B. Washington commanding) and the Rifles (Captain Clarke) detrained about dusk at Halltown. Pressing forward, the two Winchester militia companies took position at the Hall Rifle Works. Charlestown Independent Democrat, Oct. 25, and Nov. 8, 1859; Villard, John Brown, 444.

HISTORICAL BASE MAP — JOHN BROWN'S RAID

Documentation

Movement Sheet, No. 6
Nightfall October 17 — 1 P.M., October 18, 1859.

Part of the Master Plan

HARPERS FERRY NATIONAL HISTORIC PARK

Harpers Ferry, West Virginia.

Sheet No. 21

GRID NO. 7-C:

By nightfall, on October 17, there were left alive and unwounded in the "engine-house," but five of the raiders, John Brown, Edwin Coppoc, J. G. Anderson, Dauphin Thompson, and Shields Green. Mortally wounded were Watson and Oliver Brown, while Stewart Taylor, shot like Oliver in the doorway, lay dead nearby.

Prisoners confined in the "engine-house" included: Terence Byrne, J. E. P. Daingerfield; Lewis Washington, J. H. Allstadt, Israel Russell, John Donahue, George D. Shope, Benjamin Mills, A. M. Ball, and J. Burd. Villard, John Brown, 449; Mason Report, 18, 36, 41, 43. With the disappearance of Cook, the withdrawal of Alburtis' Company, and the coming of night, active hostilities for the day ceased. The militia continued to picket the "engine-house" in a haphazard manner. While negotiations were in progress, Colonel Baylor drew up the three companies of Frederick militia, and the Jefferson and Hamtramck Guards in front of the arsenal. Charlestown Independent Democrat, Oct. 26 and Nov. 8, 1859.

Samuel Strider carried a summons from Colonel Baylor, calling on Brown to surrender. Brown in reply proposed certain conditions. Baylor refused to compromise.

Captain Sinn of the Frederick militia then entered the "engine-House" and conferred with Brown.

Dr. Taylor of Sinn's company was sent to the "engine-House" to staunch the wounds of Watson Brown.

With the withdrawal of Captain Sinn and Dr. Taylor, the raiders and prisoners lay down on the brick floor to get what rest they could.

Villard, John Brown, 447-448; Greene, The Raid, 160-164; Mason Report, 38.

GRID NOS. 7-C, 8-B, 8-C, and 9-B:

The 15-car train from Relay House with the Baltimore militia and the Marines aboard stopped at Sandy Hook at 10:30 p.m. A special train with Colonel Lee and Lieutenant Stuart pulled into Sandy Hook 30 minutes later. After detraining, Colonel Lee told General Egerton of the Baltimore militia to deploy his troops on the Maryland side of the Potomac. Lee then issued orders for Lieutenant Israel Green of the Marines to march his company into Harpers Ferry. It was after midnight, when Lee and the Marines entered Harpers Ferry. Baltimore Sun, Oct. 18, 1859; Charlestown Independent Democrat, Oct. 25, and Nov. 8, 1859; Lee to Adjutant General, October 19, 1859; Mason Report, 40-41.

GRID NOS. 7-C and 8-C:

As soon as the Marines had entered Harpers Ferry, they were marched to the armory and deployed about the "engine-house" to insure that none of the raiders escaped during the night. Villard, John Brown, 450.

GRID NO. 7-C:

At 2 a.m. Colonel Lee told Lieutenant Stuart that at dawn he would demand the raiders' surrender. In case they refused, a few picked men were to "take the place at once with the bayonet." Lee selected Stuart to demand that the "insurgents" surrender.

Stuart at daybreak went forward, under a flag of truce, with a written summons calling on the raiders to give up. "Knowing the character of the leader of the insurgents," Lee did not expect it would be accepted. Orders were therefore given that the militia be paraded on the lines assigned them outside the armory. Lieutenant Green at the same time organized a storming party of 12 marines, who took position in a defiladed area near the "engine-house."

If the raiders refused to deliver up their arms and release their prisoners, Stuart was to step back from the door to the "engine-house" and wave his cap; at which signal the storming party was to advance, batter open the doors, and capture the raiders at the point of the bayonet. Villard, John Brown, 450-451; Lee to Adjutant General, Oct. 19, 1859; Mason Report, 41; Charlestown Independent Democrat, Nov. 8, 1859.

When Brown rejected the call to surrender, Stuart gave the pre-arranged signal. The storming party advanced, and three marines, armed with sledgehammers, began battering the doors, with slight success. A heavy ladder lay nearby. Spotting the ladder, Green called for his men to use it as a battering-ram. Reinforced by part of the reserve, the storming party broke the door at the second blow.

Up till this moment, the few shots fired from within the "engine-house" had struck no one in the storming party. But as the Marines started to enter the house, through the ragged hole punched in the right hand door, one of them, Private Luke Quinn, was shot and mortally wounded. The next marine behind him, Private Rupert, was gravely wounded in the face. The rest, led by Lieutenant Green and Major Russell, quickly knocked out all resistance. Brown was cut down by the sword of Lieutenant Greene, while Jeremiah Anderson and Dauphin Thompson were bayoneted to death. Villard, John Brown, 451-455; Lee to Adjutant General, Oct. 19, 1859; Mason Report, 41-42; Greene, The Raid; 167-168.

Among the other raiders captured in the "engine-house" besides Brown were: Edwin Coppoc, Shields Green, and Watson Brown. Watson Brown, who had been wounded on the 17th, lived about 20 hours after being carried from the "engine-house." Villard, John Brown, 454.

Among hostages released by the Marines were: Washington, Allstadt, Russell, Donahue, Byrne, Shope, Mills, Ball, Daingerfield, and Burd. Lee to Adjutant General, Oct. 19, 1859; Mason Report, 41.

John Brown was carried into the office of the paymaster of the armory and there given medical attention. Villard, John Brown, 455.

Colonel Baylor, following the capture of Brown, disbanded all units of the Virginia militia at Harpers Ferry, except the Jefferson Guards.

Charlestown Independent Democrat, Nov. 8, 1859.

GRID NOS. 7-C, 8-B, 8-C, and 9-B:

The train with Governor Wise and two companies of Virginia militia (Company F, 1st Virginia Volunteers and the Alexandria Riflemen) reached Harpers Ferry at noon from Washington. Richmond Enquirer, Oct. 25, 1859.

GRID NO. 7-C:

Governor Wise of Virginia reached Harpers Ferry about noon, and soon thereafter he visited the office of the paymaster, where he closely questioned Brown, Villard, John Brown, 455-456; Richmond Enquirer, Oct. 20, 1859.

HISTORICAL BASE MAP — JOHN BROWN'S RAID

Documentation

Movement Sheet, Number 7
Midnight October 17—1:30 A.M., October 20, 1859.

Part of the Master Plan

HARPERS FERRY NATIONAL HISTORIC PARK

Harpers Ferry, West Virginia.

Sheet No. 26

GRID NOS. 5-D and 6-D:

Late in the afternoon of October 17, John Cook advanced from the schoolhouse to the Y-bridge. When opposite Harpers Ferry, Cook scaled Maryland Heights to see what was happening in the town. Cook saw that Brown and his followers were trapped in the "engine-house," so he opened fire on the militia. The militia returned his fire. Having taken some of the pressure off his comrades, Cook descended to the canal and returned to the schoolhouse.

Villard, John Brown, 446; Greene, The Raid, 155.

GRID NOS. 6-B, 6-C, and 6-D:

Upon Cook's return from Maryland Heights, Captain Owen Brown ordered the position at the schoolhouse abandoned, and his detachment retired up the Sharpsburg road.

GRID NO. 6-B:

Owen Brown, Cook, Tidd, Meriam, and Barclay Coppoc spent the night of October 17 in the bushes near the Kennedy farm. Villard, John Brown, 468.

GRID NOS. 6-B, 7-B, 8-A and 8-B:

Owen Brown's detachment (Brown, Tidd, Cook, Meriam, and B. Coppoc) learned at 3 a.m., October 18, that the last slave they had armed had deserted. Abandoning their hiding place in the brush near the Kennedy cabin, they scaled Elk Ridge as fast as their load of arms and other impedimenta permitted. Villard, John Brown, 468.

GRID NOS. 5-D, and 6-D:

On the morning of October 18, the seven companies of Baltimore militia crossed the Potomac and entered Harpers Ferry. Lieutenant Colonel S. S. Mills of the 53rd Maryland Regiment was directed by Colonel Lee to take the Baltimore Independent Grays, cross the Potomac, and check on the schoolhouse, where the raiders were said to have stored arms.

Guided by John Unseld, the Grays proceeded to the schoolhouse, where they found about 15 boxes containing Sharp's rifles, a number of pistols, and several powder flasks. These boxes were loaded onto a wagon belonging to Mr. Beck and Lewis Washington's four-horse wagon, which the raiders had abandoned. At the same time, a number of arms were distributed to the Grays. When the wagons reached Harpers Ferry, the boxes were turned over to Mr. Kitzmiller, acting Superintendent of the Armory. Mason Report, 8-10; Baltimore Sun, Oct. 19, 1859.

GRID NOS. 5-D, 6-B, 6-C and 6-D:

Early on the afternoon of the 18th, Lieutenant Stuart with a detachment of Marines was sent to the Kennedy farm to bring back to the arsenal property belonging to the raiders. At the Kennedy farm, Stuart and the Marines discovered that the house has already been ransacked by curious

neighbors. Even so, Stuart found a number of pikes, blankets, shoes, and tents. These, along with the raiders' personal property, were hauled back to Harpers Ferry. Lee to Adjutant General, Oct. 19, 1859; Mason Report 42; Villard, John Brown, 467.

On Wednesday, October 19, Colonel Baylor marched the Jefferson Guards out to the Kennedy farm and back. Charlestown Independent Democrat, Nov. 8, 1859.

GRID NOS. 6-D, 7-D, 8-D, and 8-E:

The Richmond Grays reached Harpers Ferry from Washington on October 18. Richmond Enquirer, Oct. 18 and 19, 1859.

On the afternoon of October 18, the three companies of Frederick militia, Colonel Shriver commanding, boarded the train scheduled to return them to Monocacy Junction. Baltimore Sun, October 19, 1859.

The companies of the Baltimore militia, except the Independent Grays, were entrained early on the afternoon of the 18th and reached the Baltimore depot at 5 p.m. Baltimore Sun, Oct. 19, 1859.

On the night of October 18, the Alexandria Riflemen and Company F, 1st Virginia Volunteers left Harpers Ferry for their homes. Richmond Enquirer, Oct. 25, 1859.

GRID NOS. 1-E, 1-F, 4-F, 2-E, 3-E, 4-E, 5-E, and 6-E:

Colonel Lee, on the morning of October 19, transferred his prisoners (Brown, Stevens, E. Coppoc, and Green) from Harpers Ferry to the Charlestown jail by rail. Lieutenant Green and a detachment of Marines were sent along to guard the prisoners. Lee to Adjutant General, Oct. 19, 1859; Mason Report, 42-43; Villard, John Brown, 470.

GRID NOS. 6-D:

At the time of the alarm in Pleasant Valley, on the evening of October 19, Captain Rowan and 17 members of the Jefferson Guards marched from Harpers Ferry to Sandy Hook. Charlestown Independent Democrat, Oct. 25, and Nov. 8, 1859.

GRID NOS. 6-D, 7-C, 7-D, and 8-C:

About 9 p.m. on October 19, a Mr. Moore of Pleasant Valley rode into Harpers Ferry and reported to Colonel Lee that about sunset a body of men "descended from the mountains and attacked the house of Mr. Garrett." From the screams of the women and children, he concluded that the residents of the valley were being massacred. Within a few minutes the alarm in Harpers Ferry was intensified by the arrival of a number of families from Sandy Hook, fleeing for safety.

Lee was inclined to give no credence to the tale, yet he "thought it possible that some atrocity might have been committed," so he turned out Lieutenant Green and 25 of the Marines. Accompanied by Lieutenant Stuart, Lee led the Marines on a forced march to the scene of the alleged outrage, about four and one-half miles distant. When he arrived at Garrett's, Lee was delighted to find the inhabitants of Pleasant Valley unharmed, and Garrett and his family safe and asleep.

The Marines were then marched back to Harpers Ferry, where they were entrained on the 1:15 a.m. train. Lee and Stuart likewise boarded the same cars. Lee to Adjutant General, Oct. 19, 1859; Mason Report, 43: Baltimore Sun, Oct. 20, 1859.

HISTORICAL BASE MAP —JOHN BROWN'S RAID

Documentation

Movement Sheet, Number 8
November 18 —December 2, 1859.

Part of the Master Plan

HARPERS FERRY NATIONAL HISTORIC PARK

Harpers Ferry, West Virginia.

Sheet No. 30

GRID NO. 6-B:

At the beginning of the third week of November, 1859, there was a rash of unexplained fires in Jefferson County, Virginia. A number of haystacks and several barns went up in flames. On the night of the 17th, there were five fires in the Charlestown neighborhood. Most of the citizens of the area felt that abolitionists were carrying out a studied reign of terror to cover an attack designed to effect Brown's release from the Jefferson County Jail. The editor of the Richmond Enquirer informed his readers, "Night after night the heavens are all illuminated by the lurid glare of burning property, which, with the exaggerated reports flying through the country, tends to increase the excitement." Richmond Enquirer, Nov. 19, 1859; Alexandria Gazette, Nov. 19, 1859.

On November 17 the commander of the militia in the area, Colonel J. Lucius Davis, telegraphed Governor Wise, requesting "immediately 2 companies of cavalry to aid in arresting all suspected parties found lurking in the area." Wise, in response to Davis' plea, ordered out certain units of the Virginia militia. Alexandria Gazette, Nov. 19, 1859.

Captain J. Q. A. Nadenbousch's Berkeley Border Guards were organized at Martinsburg on October 31, "especially for service in the Harpers Ferry affair and for protection of the border against further raids." The Border Guards were called into service soon after organization and were on duty in and around Martinsburg. The unit was released from active duty shortly after Brown's execution. Stutler to Bearss, July 11, 1966.

The Jefferson Guards (60 strong) commanded by Captain J. W. Rowan were called out on November 18 by Governor Wise. Charlestown Independent Democrat, Nov. 29, 1859.

The Wise Artillery, Captain Ephraim G. Alburdis commanding, was organized at Martinsburg, Berkeley County, on November 19, and called out immediately thereafter. Since there is no mention of the Wise Artillery in the Charlestown Independent Democrat, the unit probably remained in Berkeley County to watch the Potomac crossings. Stutler to Bearss, July 11, 1966.

The Shepherdstown Troop rode to Charlestown on November 21, 1859. Charlestown Independent Democrat, Nov. 22, 1859.

Captain Vincent M. Butler's Hamtramck Guards of Shepherdstown were called out in November 18. The company remained on duty at Shepherdstown, charged with the mission of seeing that no abolitionists crossed the Potomac bridge. Stutler to Dale, March 9, 1956 (files, History Division WASC.).

GRID NOS. 5-C and 6-C:

The Morgan Continental Guards of Winchester (Captain B. B. Washington commanding) had been stationed at Charlestown since Brown's capture. When the Alexandria Riflemen and the Mount Vernon Guards reached Charlestown at noon on November 18, they found the Morgan Continentals and the Jefferson Guards. Charlestown Independent Democrat, Nov. 29, 1859; Richmond Enquirer, Nov. 29, 1859; Alexandria Gazette, Nov. 24, 1859.

GRID NOS. 5-B, 5-C, 6-B and 6-C:

On November 18 the Fauquier Cavalry was called out. Scott's and Ashby's Companies (90 strong) rendezvoused at Paris on the evening of the 20th. After taking it easy till midnight, the two companies started for Charlestown, where they arrived at 8 a.m. on the 21st. The two companies of Fauquier cavalry remained in Charlestown until several days after Brown's execution. Richmond Enquirer, Nov. 24, 1859; Charlestown Independent Democrat, Nov. 22, Nov. 29, and Dec. 13, 1859; Alexandria Gazette, Nov. 24, 1859.

GRID NOS. 5-B, 5-C, and 6-B:

The Newtown Troop, which had answered Governor Wise's call for militia, rode into Charlestown on the 21st. Alexandria Gazette, Nov. 24, 1859; Richmond Enquirer, Nov. 29, 1859.

GRID NOS. 6-B, 6-C, 7-B, and 7-C:

On Thursday night, November 17, following the receipt of a message from Harpers Ferry announcing the presence of a large body of armed

men near Charlestown, the mayor of Alexandria, after checking with Governor Wise, called out the Alexandria Riflemen, the Mount Vernon Guards, and the Alexandria Artillery. These units were to repair to the point of danger at the "first opportunity."

About 3 a.m. on the 18th, the Riflemen (Captain M. Marye) and the Mount Vernon Guards (Captain W. H. Smith), accompanied by Colonel C. E. Stuart and the staff of the 175th Regiment of Virginia Militia, proceeded to Washington over the Alexandria and Washington Railroad. There these units were to board the first train to Harpers Ferry. The Alexandria Artillery (Major Duffey commanding) loaded two of their brass guns aboard a special train of the Manassas Gap Railroad. Duffey and his artillerists were to detrain at Strasburg, where they were to secure teams to pull their guns.

At 6:26 a.m. on November 18, the train with the Riflemen and Mount Vernon Guards pulled out of the Washington depot. Before the afternoon had passed into history, these two units (84 officers and men) had taken up quarters in Charlestown. Alexandria Gazette, Nov. 19, 1859; Baltimore Sun, Nov. 19, 1859; Richmond Enquirer, Nov. 19, 1859.

The cannoneers of the Alexandria Artillery had reached Winchester by the 19th. While they were resting preparatory to moving on down the Valley, a rider galloped into town with a report that a desperate fight was raging at Berry's Ford between a party of strangers and the local citizens. Major Duffey was ordered to investigate. When they moved out, the cannoneers were accompanied by a number of armed volunteers.

Upon reaching Berry's Ford, the militia discovered that the story of the outbreak was another wild rumor. After spending the night at Berry's Ford, the Alexandria Artillery pushed on to Charlestown, where the unit arrived on November 20. Alexandria Gazette, Nov. 22-24, 1859.

On November 25 the Alexandria Riflemen were ordered to Wheeling. The Riflemen had returned to Charlestown by the 29th. Richmond Enquirer, Nov. 29, 1859.

GRID NOS. 5-B and 6-B:

The Gilkerson Rifles, Captain Gilkerson commanding, were called out at Mill Creek, Berkely County, at the end of the third week of November. The Rifles remained on duty in Berkeley County till after Brown's execution.

GRID NOS. 6-B, 7-B, 6-D, 7-D, 6-E, and 6-F:

Governor Wise on the evening of November 19 left Richmond for Charlestown, accompanied by several companies of the 1st Virginia Volunteers, Colonel W. M. Elliott commanding. Units of the 1st Virginia traveling with the governor were: The Richmond Grays (86 officers and men), the Richmond Blues (80 officers and men), Company F (75 officers and men), the Montgomery Guards (50 officers and men), the Virginia Rifles (35 officers and men), the Young Guards (40 officers and men), and the Howitzer Corps (46 officers and men).

Wise and the men of the 1st Virginia Volunteers reached Washington by boat from Aquia Creek at 7 a.m. on November 20. The governor and his troops boarded the cars of the Baltimore and Ohio Railroad at

When they learned of this, the people of Jefferson County lodged such a vigorous protest that Wise ordered two companies of the 1st Virginia and the Petersburg Artillery to remain. Actually, four companies of the 1st Virginia (Company F, the Grays, the Young Guards, and the Rifles) and not two as originally intended, remained in Charlestown when their comrades returned to Richmond. Richmond Enquirer, Nov. 23, 1859; Baltimore Sun, Nov. 26, 1859.

Wise and his staff left Charlestown for Richmond on the 22d, stopping for the night at Harpers Ferry with Colonel Barbour. Before starting for Richmond, Wise had placed Brigadier General William B. Taliferro in command at Charlestown.

Several companies of the 1st Virginia Volunteers started for Richmond on the 22d, while the Richmond Blues were sent to Martinsburg. When they returned to Richmond, a number of the militia units traveled by way of the Orange and Alexandria and Virginia Central Railroads.

Richmond Enquirer, Nov. 22-24, 1859.

Wise, on his return to Richmond from Charlestown on the 24th, was disturbed to hear rumors of "the importation of large numbers of 'shoulder hitters,' New York 'roughs,' and other rowdies, whose valueless lives had been purchased with abolition money" to rescue Brown. To insure that these people received a hot reception, Wise called out 500 additional militiamen. Orders were issued for units of the 1st Virginia Volunteers and Weisiger's Battalion to return to Jefferson County.

Richmond Enquirer, Nov. 25, 1859.

at 10 a.m., and detrained at Harpers Ferry at 4:30 p.m. Wise left Harpers Ferry on the cars of the Winchester & Potomac Railroad for Charlestown at 6 p.m. with four companies of the 1st Virginia Volunteers; orders were left for the rest (the Howitzers and the Montgomery Guards) to follow in the morning.

Learning that the governor was about to reach Charlestown, the captains of the Morgan Continentals, the Alexandria Riflemen, and the Mount Vernon Guards turned out their units. Led by Colonel R. J. Gibson, they marched to the depot to greet Governor Wise. Richmond Enquirer, No. 21-23; Baltimore Sun; Alexandria Gazette, Nov. 19-23, 1859.

On the previous afternoon, about the time of the alert at Berry's Ford, a traveler (Smith Crane of Belair) reached Harpers Ferry. Detraining, he reported that a large number of strangers were assembling near his home. Two of them were overheard to state that they planned to capture a Baltimore and Ohio train at Wheeling and "rush through to Harpers Ferry and rescue Brown." When Colonel Davis learned of this, he telegraphed for Wise to give him 500 more men. Alexandria, Gazette, Nov. 22, 1859.

Governor Wise, upon reaching Charlestown and making an on-the-spot evaluation of the situation, decided that the danger had been exaggerated. On November 21 Wise issued orders for all units of the 1st Virginia Volunteers and Weisiger's Battalion to return to their homes.

Six companies of the 1st Virginia Volunteers (the Grays, Lt. L. J. Bosieux; Company F, Capt. R. M. Cary; Young Guards, Capt. J. S. Rady; Virginia Rifles, Capt. F. C. Miller; the Howitzer Corps; and the Montgomery Guards) were back in Charlestown by November 28. Charlestown, Independent Democrat, Nov. 29, 1859; Richmond Enquirer, Nov. 28-29, 1859.

GRID NOS. 6-B, 7-B, 7-C, 6-D, 7-D, 6-E, 7-E, and 7-F:

Three companies of the Petersburg militia, Captain Scott's Petersburg Grays (40 officers and men), Captain May's Petersburg City Guards (40 officers and men), and Captain Nicoll's Petersburg Artillery (two guns and 35 officers and men), and the Rocky Ridge Rifles of Manchester answered Governor Wise's call for troops on November 19. Colonel Daniel Weisiger, a prominent Petersburg attorney, commanded this battalion. The train with Weisiger's battalion left Richmond early on the 20th. At Aquia Creek, Weisiger's troops transferred to the Mount Vernon. It was mid-afternoon before the steamer tied up at the Washington wharf. At the depot, it was learned by Weisiger that the locomotive that had taken the 1st Virginia and Governor Wise to the Relay House had not returned, while the one remaining at the station was not powerful enough to pull the regular train, along with the extra cars coupled on to accommodate the Petersburg battalion. The troops were compelled to await the arrival of another engine from Baltimore. Consequently, it was 3:50 a.m. on the 21st, before the train with Weisiger's troops started for Harpers Ferry. Richmond Enquirer, Nov. 21-23, 1859; Baltimore Sun, Nov. 21, 1859.

Governor Wise on the 22d, seeing that the danger had been exaggerated, issued orders for three of Weisiger's companies to return to their homes. The Petersburg Artillery, however, was to remain at Charlestown for the time being. The Grays, the City Guards, and the Rocky Ridge Rifles were back in Washington in time to catch the evening boat for Aquia Creek. Richmond Enquirer, Nov. 22-24, 1859; Alexandria Gazette, Nov. 23, 1859. A seven-car special train reached Charlestown from Harpers Ferry at 3 p.m., November 27, with the Petersburg City Guards (30 strong), the Petersburg Grays (42 officers and men), the V.M.I. Cadets, the Wheeling Rifles, and Wheeling State Fencibles. The two Petersburg militia companies had been recalled by Governor Wise to keep order at Brown's execution. Richmond Enquirer, Nov. 30, 1859.

GRID NOS. 4-D, 4-E, 5-D, 5-E, 6-C, 6-D, and 7-C:

One company from Staunton (Lt. Walker's Augusta Guards) and Captain Bushong's Mountain Guards of Augusta County reached Alexandria by rail late on November 20. These two companies, upon detraining from the cars of the Orange and Alexandria Railroad, were informed that their services weren't needed at Charlestown, so they returned to their homes on the 21st. Alexandria Gazette, Nov. 23, 1859.

As the day for Brown's execution approached, the two units were again called out. The West Augusta Guards (Lt. Walker) and the Mountain Guards (Captain Bushong) returned to Alexandria on the cars of the Orange and Alexandria Railroad on the 27th. After spending the night in the capital city, the two units caught the early morning train for Harpers Ferry.

At 1 a.m. on the 28th, they detrained at Charlestown. Alexandria Gazette, Nov. 29, 1859; Richmond Enquirer, Nov. 29 and Dec. 1, 1859; Charlestown Independent Democrat, Nov. 27, 1859.

GRID NOS. 4-E, 5-E, 5-D, 6-B, 6-C, 6-D, 7-B:and 7-C:

Governor Wise on November 22 ordered the V.M.I. Corps of Cadets to Charlestown. Traveling by way of Staunton, Charlottesville, and Gordonsville, the Cadets reached Washington on the 26th. At 3 p.m. on the 27th, a seven-car express pulled into Charlestown with the Cadets (80 strong), two howitzers, the Petersburg Guards, the Petersburg Grays, the Wheeling Rifles, and the Wheeling State Fencibles. Richmond Enquirer, Nov. 23 and 29, 1859; Baltimore Sun, Nov. 28, 1859; Alexandria Gazette, Nov. 29, 1859.

GRID NOS. 5-C, 5-D, 6-B, 6-C, 7-B, and 7-C:

Upon the arrival of the news of the presumed emergency at Charlestown, Captain S. K. Gibbon of Harrisonburg turned out the Valley Guards, 60 strong. By 1:30 p.m., on the 20th, the company had fallen out and started up the Valley Pike to Mount Jackson, where the troops were to board the cars of the Manassas Gap Railroad. The emergency having passed, the Guards returned to Harrisonburg on the 21st.

The Valley Guards were called out again on the 25th and reached Charlestown at 1 p.m., November 28. A band accompanied the Valley Guards. Charlestown Independent Democrat, Nov. 29, 1859; Richmond Enquirer, Dec. 1, 1859; Alexandria Gazette, Nov. 23, 1859.

GRID NOS. 6-B, 7-B, 7-C, 7-D, 8-D, 8-E, and 8-F:

The Woodis Rifles, Major Lamb commanding, and Captain Dean's Portsmouth National Grays (128 strong) were marched to the Norfolk wharf early on Sunday (the 27th), where at 9 o'clock they boarded the steamboat Louisiana. The run up Chesapeake Bay to Baltimore took all day, and it was after dark when the two companies went ashore. The next morning, the 28th, the militiamen boarded the cars of the Baltimore and Ohio Railroad and continued on to Charlestown, where they detrained at 1 p.m. Baltimore Sun, Nov. 28, 1859; Richmond Enquirer, Nov. 29 and Dec. 1, 1859; Norfolk Southern Argus, Nov. 29 and 30, 1859.

A battalion of artillery (four companies) reached Baltimore via the steamer Louisiana from Fort Monroe on the morning of November 30.

The artillerists (12 officers and 250 men) were marched from the dock to the Camden station, where they boarded a special train for Harpers Ferry.

The day before, Secretary of War Floyd had ordered Lieutenant Colonel Robert E. Lee to "repair" from Washington "to Harpers Ferry and take command of the troops sent to that place."

The artillerists detrained at Harpers Ferry on the 30th, and on the 2d Colonel Lee reported that on inspecting the battalion, he found that many of the men were recruits and needed instruction. To give the men the necessary target practice, he asked that 1,000 rounds of ammunition be sent to Harpers Ferry. Baltimore Sun, Dec. 1, 1859; Floyd to Lee, Nov. 29, 1859, and Lee to Adjutant General, Dec. 2, 1859 (National Archives, Ltrs. Recd. and Ltrs. Sent, Adj. Gen.).

On December 1 the steamer Adelaide reached Baltimore from Norfolk with additional units of the Virginia militia — the Junior Volunteers and reinforcements for the Portsmouth National Grays. These troops were commanded by E. C. Robinson. Baltimore Sun, Dec. 2, 1859.

GRIDS NOS. 2-A, 2-B, 3-B, 4-B, 5-B, and 6-B:

Captain Loring's Wheeling State Fencibles (38 strong) and Captain Planke's Wheeling Rifles (40 officers and men) reached Charlestown via a seven-car express on November 27 from Harpers Ferry. Baltimore Sun, Nov. 30, 1859.

GRID NOS. 5-B, 5-E, 6-B, 6-C, 6-D, 7-B, and 7-C:

The Monticello Guards (Captain Mallory commanding) of Charlottesville reached Washington on the 27th and were furnished quarters in the National and Brown's Hotels. The next day the Guards reached Charlestown by the 1 p.m. express from Harpers Ferry. On the same train with the Charlottesville people were: the Woodis Rifles, the West Augusta Guards, the Mountain Guards, and the Portsmouth National Grays.

Richmond Enquirer, Nov. 29 and Dec. 1, 1859.

GRID NOS. 5-B and 6-B:

The Executive Guards (Captain H. C. Hunter commanding) were a "pick-up company formed in Jefferson County for duty during the trial and execution of the Harpers Ferry raiders." Charlestown Independent Democrat, Nov. 29, 1859; Richmond Enquirer, Nov. 30, 1859; Ltr. Boyd Stutler to Bearss, June 30, 1966.

GRID NOS. 6-B and 6-C:

At the end of November, the Leesburg Cavalry (Captain D. T. Shreve commanding) was ordered to patrol four Potomac crossings -- Edwards Ferry, Conrad's Ferry, Noland's Ferry, and the Point of Rocks Bridge. Baltimore Sun, Nov. 30, 1859.

GRID NO. 5-D:

The Montpelier Guards (Captain Williams commanding) of Orange Court House were one of the five companies detailed to escort Brown from the jail to the scaffold. It has been impossible, in the time allotted to this project, to ascertain the route taken by the Montpelier Guards in moving from Orange Court House to Charlestown. Charlestown Independent Democrat, Dec. 1859.