

DOCUMENTATION OF HISTORICAL BASE MAP

HARPERS FERRY VICINITY

JACKSON "TEST" - MAY 1862

Prepared by:

Arthur L. Sullivan

Arthur L. Sullivan

Park Historian

August 22, 1961

46 Pages

Project No. HF-116B

SCANNED

10/12/00

385/D-238

Region Five
143 South Third Street
Philadelphia 6, Pa.

2215

November 7, 1961

[Handwritten signatures and stamps]
NOV 15 1961
ESP

Memorandum

To: Chief, EODC
From: Regional Director
Subject: Historical Base Map, Harpers Ferry
May 1862

MP. NARRATIVE FILE

We forward for final preparation one copy of a draft Historical Base Map (with documentation) for Harpers Ferry, depicting conditions as of May 30, 1862, as received with a memorandum of September 27 from Superintendent Anderson. In accordance with Mr. Hanson's request, we have also secured a copy of the tracing for the map "base." This should be helpful in drafting not only this particular Historical Base Map, but others to come.

Please note the nomenclature corrections indicated by Mr. Anderson's memorandum. It is our further recommendation that the blockhouses shown in Blocks 10E and 10F should be shown in dotted lines, since the exact location thereof cannot be ascertained; similarly, the Fort Montgomery shown in Block 10N.

(Sgd.) Ronald F. Lee

Regional Director

In duplicate

Attachment

Copy to: Director w/c of report
Supt., Harpers Ferry

HAF

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INTRODUCTION

Although Research Project HP-116B was not listed in the annual research program for 1961, the author feels ample justification for its inclusion exists in his 1862 narrative report of events at Harpers Ferry. Jackson's "test" of Harpers Ferry in May 1862 had far-reaching effects on the total outcome of the Civil War, hence the author is of the opinion that this action merits inclusion in the Master Plan. This is also in keeping with Acting Regional Director Palmer's memorandum of March 17, 1960 (N2623).

It would be a duplication of work to document every physical feature in the remaining historical base maps, hence, only the physical changes over the preceding year will be documented in the September 1862, June 1863, 1864 and 1865 base maps.

I. DOCUMENTATION SOURCES

A. Maps and Plates:

1. 1862 (1852) Map: "Map of Jefferson County, Va. Photographed for the Bureau of Topographical Engineers, Oct. 1862." This map was originally drawn by S. Howell Brown in 1852 and recopied in 1862. From National Archives, Record Group No. 77, Map part of G-139. Harpers Ferry National Monument Map No. 12 - Map Case, Drawer 14. Cited in this report as "Brown 1862 Map".
2. 1862 Map: "Sketch of the Vicinity of Harper's Ferry, Va. by Wm. Luce, Oct. 1862." Topographical map showing fortifications on Camp Hill, Maryland, Bolivar and Loudoun Heights. First known map of defenses. From National Archives Cartographic Division, Record Group No. 77, F-78. Scale 1000 feet to the inch. Harpers Ferry National Monument Map No. 3 - Map Case, Drawer 13. Cited in this report as "Luce 1862 Map".
3. 1863 Sketch Map: "Preliminary Sketch of the Defences on Maryland Heights and of Adjacent Country. Surveyed Aug. 28th to Oct. 6th, 1863 by Capt. N. Michler, Corps of Engineers, U.S.A. and John E. Weyss, Major, Ky. Vol." Scale 2 inches to 1 mile. From National Archives Cartographic Division, Record Group No. 77, F-106. Harpers Ferry National Monument Map No. 17 - Map Case, Drawer 13. Cited in this report as "Michler 1863 Map".
4. 1865 Map: "Topographical Survey of the North Bank and Reconnaissance of the South Shore and Islands, made under the Direction of Major C. S. Stewart, U. S. Engineers, Chief Engineer, Middle Military Division, by John W. Donn, C & CS, with 20 foot contours, 1865." From U. S. Coast and Geodetic Survey, U. S. Department of Commerce, Washington 25, D.C. Harpers Ferry National Monument Map No. 116 - Map Case, Drawer 13. Cited in this report as "Donn 1865 Map".
5. "Map I - Harper's Ferry, Va., April 18, 1861 - May 31, 1862", dated February 5, 1960. This map was prepared to accompany Snell, Charles W., "The Fortifications At Harpers Ferry, Va. In 1861 and Jackson's Attack, May, 1862", Harpers Ferry National Monument Research Project No. HF-38A, dated February 9, 1960. Map in Harpers Ferry National Monument Map Case, Drawer 13. Cited in this report as "Snell Map I".
6. Snell, Charles W., "Final Study Map for the 1865 Historical Base Map of Loudoun Heights", February 23, 1960. Map in Harpers Ferry National Monument Map Case, Drawer 13. Cited in this report as "Snell 1865 Loudoun Heights Base Map".

7. Snell, Charles W., "Harper's Ferry, Historical Base Map, 1859", October 21, 1959. Drawing No. HM-HF 3021. Cited in this report as "Snell 1859 Base Map".
8. 1826 Plat: "Proposal For The Completion Of A Road From Sharpsburg to Harpers Ferry." From plat in Road and Land Records of Washington County, /Md./, Vol. I, p.81. Proceedings in same matter: Ibid., pp.76-82. In Harpers Ferry National Monument Map Case, Drawer 15. Cited in this report as "1826 Plat".
9. 1830 Plat: "Proposal for Widening and Straightening Of The Road From Sharpsburgh To Harpers Ferry." From plat in Road and Land Records of Washington County /Md./, p.158A. Proceedings in same matter: Ibid., pp.157-159; for specifications of the course, p.158B. In Harpers Ferry National Monument Map Case, Drawer 15. Cited in this report as "1830 Plat".
10. 1839 Plat: "Road From Briens Iron Works To Harpers Ferry." From plat in Road and Land Records of Washington County /Md./, Vol. I, p.255. Proceedings in same matter: Ibid., pp.253-255A; for specifications of the courses, pp.255-255A. In Harpers Ferry National Monument Map Case, Map 15. Cited in this report as "1839 Plat".
11. 1868 Plat: "Road Running From Sample Manor School House To The Road Running From Harpers Ferry to Sharpsburg". From plat in Road and Land Records of Washington County /Md./, Vol. I, p.857A. In Harpers Ferry National Monument Map Case, Drawer 15. Cited in this report as "1868 Plat".

B. National Park Service Research Project Reports:

1. Smith, Philip R., "History Of Loudoun Heights, 1813-1880", Harpers Ferry National Monument Research Project No. HF-75A, dated June 9, 1959; 51 pages. Cited in this report as "Smith Loudoun Heights Report".
2. Smith, Philip R., "History Of Harper's Graveyard And The Pine Grove Cemetery, Camp Hill, 1803-1865", Harpers Ferry National Monument research project No. HF-31C, dated April 2, 1959, 7 pages. Cited in this report as "Smith Cemetery Report".
3. Snell, Charles W., "The Town Of Harpers Ferry In 1859, A Physical History" - Documentation for the 1859 Historical Base Map of Harpers Ferry, Two sheets, dated April 15, 1958. Harpers Ferry National Monument Research Project No. HF-32, dated May 18, 1959, 65 pages. Cited in this report as "Snell 1859 Report".

4. Snell, Charles W., "The Fortifications At Harpers Ferry, Va., In 1861 and Jackson's Attack, May, 1862", - A Report on the Confederate and Federal Fortifications at Harpers Ferry, Va., April 18, 1861 to May 31, 1862 - to accompany "Map I - Harpers Ferry, Va., April 18, 1861 to May 31, 1862," dated February 5, 1960. Harpers Ferry National Monument Research Project No. HF-98A, dated February 9, 1960, 114 pages. Cited in this report as "Snell 1861-1862 Report".
5. Snell, Charles W., "A Report On The Federal Fortifications At Harpers Ferry, Va., And Of The Confederate And Union Troop Movements During The Siege Of Harpers Ferry, September 12-15, 1862," - To accompany Map II- Harpers Ferry, September 12-15, 1862, dated November 25, 1959. Harpers Ferry National Monument Research Project No. HF-98B, dated December 1, 1959, 82 pages. Cited in this report as "Snell 1862 Report".
6. Snell, Charles W., "Harpers Ferry Becomes A Fortress, September 21, 1862,- October 6, 1863," - A Report on the Federal Fortifications at Harpers Ferry, W. Va., June 27, 1863, to accompany Map III - Harper's Ferry, W. Va., June 27 - October 6, 1863, dated December 11, 1959. Harpers Ferry National Monument Research Project No. HF-98C, dated December 16, 1959, 83 pages. Cited in this report as "Snell 1863 Report".
7. Snell, Charles W., "Documentation Of 1865 Historical Base Map Of Loudoun Heights," Harpers Ferry National Monument Research Project No. HF-79D, dated February 26, 1960, 18 pages. Cited in this report as "Snell 1865 Report".
8. Sullivan, Arthur L., "Harpers Ferry, April 18 - December 31, 1861 - A Casualty Of War," Harpers Ferry National Monument Research Project No. HF-94A, dated February 17, 1960, 118 pages. Cited in this report as "Sullivan 1861 Report".
9. Sullivan, Arthur L., "Harpers Ferry In The Civil War - 1862," Harpers Ferry National Monument Research Project No. HF-94B, dated June 26, 1961, 257 pages. Cited in this report as "Sullivan 1862 Report".

C. Photographs:

1. HF-2: October, 1862 - "Maryland Heights /sic-Camp Hill/, at Harper's Ferry, Capt. Otis, Camp 22nd New York Infantry." Brady photograph from National Archives Still Picture Section, Order No. B-156.

2. HF-6: C. 1863 - "View of Harper's Ferry, the Junction of the Potomac and Shenandoah Rivers from Loudoun Heights." Wood engraving from Frank Leslie's Illustrated History of the Civil War, New York, 1895, page 373. Library of Congress.
3. HF-10: October, 1862 - "Harper's Ferry, Va. - Ruins of Armory Buildings, 1862." From National Archives Still Picture Section, Order No. CN-3776.
4. HF-14: October, 1862 - "Harper's Ferry, Va., 1862." From National Archives Still Picture Section, Order No. CN-10359.
5. HF-17: October, 1862 - "Harper's Ferry, Va., 1862." From National Archives, CN-5080.
6. HF-18: October, 1862 - "Contraband Camp - Harper's Ferry, Virginia." Photograph from National Archives Still Picture Section. U. S. Signal Corps Collection, Order No. SC-107368.
7. HF-24: April or May, 1865 - "Maryland Heights from Harper's Ferry Hill." Brady photograph from Library of Congress.
8. HF-25: April or May, 1865 - "Potomac River from Harper's Ferry Hill." Photograph from Library of Congress.
9. HF-26: C. July, 1863 - "Harper's Ferry, West Virginia, View of Loudoun Heights." Brady photograph from Library of Congress also published and mislabeled in Miller's Photographic History Of The Civil War, N.Y., 1911, Vol. I, p.120.
10. HF-30: September, October, 1862: "General View of Harper's Ferry and Maryland Heights." Brady photograph, published as a drawing in Harper's Weekly, October 4, 1862, page 628.
11. HF-38: C. March, 1865 - "U. S. Musket Factory at Harper's Ferry from Magazine Hill." Photograph by James Gardner.
12. HF-61: C. July or August, 1864 - "Harpers Ferry and Potomac River Bridge from the Base of Maryland Heights."
13. HF-69: C. October, 1862 - "Harper's Ferry, Va., Camp Hill and Bolivar Heights".
14. HF-70: May 22, 1865: "Virginus Island from Jefferson's Rock."
15. HF-73: 1859: "Base of Maryland Heights and lower side of Potomac Bridge." National Geographic File No. 140332-A.

16. HF-74: 1859: "Base of Maryland Heights, upperside of Potomac Bridge." National Geographic File No. 140324-A.
17. HF-75: 1889-1895 - "Jefferson Rock and the Shenandoah River." National Geographic File No. 140315-A.
18. HF-88: March 11, 1865 - "Junction of the Potomac and Shenandoah Rivers, From the Cemetery Above Harper's Ferry." United States Arsenal at Harper's Ferry, now used for Quarter-Master's Stores for Sheridan's Army." View in Harper's Ferry - General Stevenson's Headquarters, Loudoun Heights in the Distance." Drawn by A. R. Waud and published in Harper's Weekly, March 11, 1865, pp.152-153.
19. HF-96: 1896 - "Harper's Ferry from Maryland Heights." National Geographic File No. 140330-A.
20. HF-102: June 15, 1861 - "Destruction of the Railroad Bridge over the Potomac River, at Harper's Ferry, by the Rebels, June 15, 1861." From Harper's Weekly, July 6, 1861, p.429.
21. HF-119: May 22, 1865 - "View of Virginus Island from Jefferson Rock."
22. HF-147: April or May, 1865 - "Harper's Ferry." Photograph from Library of Congress.
23. HF-206: 1864 - "Ruins of the Shenandoah Bridge at Harper's Ferry, Loudoun Heights Beyond." Original drawing by A. R. Waud, from Library of Congress.
24. HF-208: November 15, 1862: "Signal Station on Maryland Heights." Original drawing by A. R. Waud, from Library of Congress, published in Harper's Weekly, November 15, 1862, page 733.
25. HF-214: November or December, 1864: "Shenandoah Valley from Maryland Heights in 1864." Original drawing by A. R. Waud, from Library of Congress.
26. HF-219: C. July 1863: "Harpers Ferry, West Virginia, View of Loudoun /sic-Maryland/ Heights." Brady photograph, 1862. Library of Congress, also published in Miller, Francis T., Photographic History of the Civil War, N.Y., 1911, Vol. II, page 325.
27. HF-230: November 22, 1862: "Sunrise from Maryland Heights." Original drawing by A. R. Waud, from Library of Congress. Published in Harper's Weekly, November 22, 1862, page 741.

28. HF-239: April or May, 1865: "Jefferson's Rock and Shenandoah River near Harper's Ferry." Brady photograph from Library of Congress.
29. HF-240: June 15, 1861 or July, 1861: "Harpers Ferry - Photographed immediately after its evacuation by the Rebels." By C. O. Boatwick, from Library of Congress.
30. HF-249: 1857 - "Harper's Ferry from Jefferson Rock." Drawing by Ed. Beyer, Lithographed by Rau & Sons, Dresden. From Beyer's Album of Virginia, 1857. Library of Congress.
31. HF-251: 1838 - "Harper's Ferry (From the Virginia Side)," Drawing by W. H. Bartlett and W. Radclyffe. Published for the proprietors, by George Virtue, 26 Ivy Lane, London, 1838. From Library of Congress.
32. HF-257: 1859 - "View of Harper's Ferry." Drawing by H. Penn, published by N. Orr & Co., published in 1865 showing conditions prior to 1861. From Greeley, Horace, The American Conflict, Hartford, 1865, Vol. I, page 209.
33. HF-334: May to June 14, 1861: "Secession Battery at Harpers Ferry, erected on the Heights overlooking the town and commanding the Railroad Bridge, Canal." From Frank Leslie's Illustrated Newspaper, May or June, 1861, pp.36-37.
34. HF-338: November 1, 1862 - "View of Loudoun Heights, Harper's Ferry, Va. - Clearing the Forests for the Building of New Fortifications."
35. HF-340: June 16 to July 6, 1861: "Harper's Ferry, as Evacuated by the Confederate Troops." From Harper's Weekly, July 6, 1861, p.428.
36. HF-349: November 15, 1862 - "War in Virginia: General Geary's Division Crossing the Shenandoah from Harper's Ferry to take Possession of Loudoun Heights." From Frank Leslie's Illustrated Newspaper, November 15, 1862, page 117.
37. HF-361: 1865 - "No. 336: Valley of the Potomac, from Harper's Ferry." Stereoptican view photographed and published by Kilburn Brothers, Littleton, N. H.
38. HF-392: May to June 14, 1861 - "The Civil War in America: Harper's Ferry, Virginia." From the London Illustrated News, June 22, 1861.

39. HF-457: February 26, 1862 - "The War in Virginia. - General Bank's Division of the Army of the Potomac Crossing the Potomac River at Harper's Ferry, February 26th. From a sketch by our Special Artist - Mr. D. S. Hall."
40. HF-458: No date - "View of the Shenandoah River from Camp Hill, Near Harper's Ferry."
41. HF-490: 1857 - "View of the Island Virginius, in the Shenandoah At Harper's Ferry, Taken near Jefferson's Rock." Taken from Nature by Th. Sachse, Lith. by B. Sachse & Co., Sun Iron Bldg., Baltimore.
42. HF-491A: 1859: "View of Harper's Ferry, Jefferson Co., Virginia, and surrounding County, From a Sketch by our Special Artist." From Frank Leslie's Illustrated Newspaper, November 19, 1859, page 395.
43. HF-538: July 20, 1861 - "Stockade and Camp of the Kentucky Regiment (Rebel), of the Maryland Heights, opposite Harper's Ferry." From Harper's Weekly, July 20, 1861, page 455.

D. Printed Sources:

1. The War Of The Rebellion: A Compilation of the Official Records of the Union and Confederate Armies, Washington: Government Printing Office, 1860-1901. Cited in this report as "O.R., followed by the series number, the volume number and part number (if any) in Roman numerals and the page number in arabic."
2. Barry, Joseph, The Strange Story Of "Harper's Ferry With Legends Of The Surrounding Country, Martinsburg, W. Va.: Thompson Brothers, 1903. Cited in this report as "Barry," followed by page number.
3. Thirty-Fifth Annual Report Of The President And Directors To The Stockholders Of The Baltimore & Ohio Railroad Company, For the Year Ending September 30, 1861, Baltimore: J. B. Rose & Co., n.d. In Harpers Ferry National Monument microfilm collection. Cited in this report as "B&O 35th Annual Report," followed by microfilm designation.
4. Thirty-Sixth Annual Report Of The President And Directors To The Stockholders Of The Baltimore & Ohio Railroad Company, For The Year Ending September 30, 1862, Baltimore: J. B. Rose & Co., n.d. In Harpers Ferry National Monument microfilm collection. Cited in this report as "B&O 36th Annual Report," followed by microfilm designation.

5. Battles and Leaders Of The Civil War. New York: Thomas Yoseloff, Inc., 1956 ed. Cited in this report as "Battles and Leaders", followed by volume and page numbers.
6. Ward, Joseph R. C., D.D.S., History Of The One Hundred and Sixth Regiment Pennsylvania Volunteers, 2d Brigade, 2d Division, 2d Corps, 1861-1865, Philadelphia: F. McManus, Jr. & Co., 1906. In Harpers Ferry National Monument Microfilm collection. Cited in this report as "Ward", followed by microfilm designation.
7. Cook, Benjamin F., History of the Twelfth Massachusetts Volunteers. Boston: Twelfth (Webster) Regiment Association; 1882. Cited in this report as "Cook", followed by page number.
8. Strother, David Hunter, Harper's New Monthly Magazine, No. 193, June, 1866. Cited in this report as "Strother", followed by monthly issue.
9. Strother, David Hunter, Harper's New Monthly Magazine, No. 194, July, 1866. Cited in this report as "Strother", followed by monthly issue.
10. Strother, David Hunter, Harper's New Monthly Magazine, No. 204, May, 1867. Cited in this report as "Strother", followed by monthly issue.
11. Brock, R. A. (ed.), Southern Historical Society Papers, Volume XXVIII, Richmond, Va.: Southern Historical Society, 1900. In Harpers Ferry National Monument microfilm collection. Cited in this report as "Brock", followed by microfilm designation.
12. Virginia Free Press, Charlestown, Virginia. Cited in this report as "Free Press", followed by page and column numbers and date.

E. Manuscript Sources:

All ms. material will be cited in the body of the report.

II Area South Of Potomac and Shenandoah Rivers

A. Roads:

1. Hillsborough and Harpers Ferry Turnpike:

This 30 foot wide road was constructed in 1851. Beginning at the south end of the Shenandoah River bridge at 10G, the road ran east through 10G and 11G. Turning south at 12G, the road continued through 12F, 12E, 13E and 13D.

(a) Map References:

Snell Map 1
Snell 1865 Loudoun Heights Base Map
Luce 1862 Map
Michler 1863 Map
Dunn 1865 Map

(b) Report References:

Smith Loudoun Heights Report, pp.14-16, 22, 37.
Snell 1861-1862 Report, p.92.
Snell 1865 Report, p.3.

(c) Photographic Evidence:

HP-249 (1857)
HP-491A (1859)
HP-334 (1861)
HP-340 (1861)
HP-30 (1862)
HP-348 (1862)
HP-206 (1864)
HP-88 (1865)
HP-25 (1865)
HP-361 (1865)
HP-147 (1865)
HP-75 (1880)

(d) Sources Cited in NPS Reports:

Free Press, March 1, 1849, p.2, c.3; March 7, 1851, p.3, c.2.
Philip Coons to Sec. of War, March 6, 1851, R.24, V.3, p.267.
Major Symington to Col. George Talcott, Ordnance Department,
March 7, 1851, R.24, V.4, p.325
Col. Talcott to Maj. Symington, Mar. 12, 1851, R.19, V.5, p.450.

Philip Coons to Maj. Symington, June 13, 1851, R.24, V.5, p.467.
Agreement between Philip Coons and Maj. Symington, July 29,
1851, R.24, V.5, pp.422-423.

George Munsy to James H. Burton, September 7, 1857, ms. letter
owned by Mrs. Kenneth Grossberg, 1834 Rolling Road, St. Dennis
27, Maryland.

2. Boonville Road:

This road veered from the Hillsborough and Harpers Ferry Turnpike at 11G and continued east, hugging the south bank of the Potomac, through 12G, 12H, 13H, 14H, 15H, 15I, 15J and 16J. Turning south at 16J, the Boonville Road continued through 16I and 16H.

(a) Map References:

Snell Map I
Snell 1865 Loudoun Heights Base Map
Michler 1863 Map
Denn 1865 Map

(b) Report References:

Snell 1865 Report, p.3.

3. Road connecting Hillsborough and Harpers Ferry Turnpike with Boonville Road:

A road led from the Hillsborough and Harpers Ferry Turnpike at 12E and continued east through 12F, 13F, 14F, 14E, 15E, 16F, 16G and eventually united with the Boonville Rd. farther east.

(a) Map References:

Snell Map I
Michler 1863 Map

4. Pipertown Road:

This county road was built as early as 1811, but the section leading from the south end of the Shenandoah River bridge up the west side of Loudoun Heights was not constructed until 1857. The road began at the south end of the Shenandoah bridge at 10G and proceeded west through 10F, 9F and 9E where it veered southward and continued through 9D, 9C, 9B and on to Keyes' Ford.

(a) Map References:

Snell Map I
Snell 1865 Loudoun Heights Base Map
Brown 1862 Map

Luce 1862 Map
Michler 1863 Map
Donn 1865 Map

(b) Report References:

Smith Loudoun Heights Report, pp.16-18, 22-23.
Snell 1861-1862 Report, p.92.
Snell 1865 Report, p.4.

(c) Photographic Evidence:

HF-490 (1857)
HF-491A (1859)
HF-457 (1862)
HF-18 (1862)
HF-6 (1862)
HF-348 (1862)
HF-26 (1863)
HF-214 (1864)
HF-70 (1865)

(d) Sources Cited in NPS Reports:

Paymaster Samuel Annin To Sec. of War Eustis, April 10, 1811, R.18, V.9, p.916.
National Armory Accounts, 1793-1831, Entry 935, National Archives R.G. 156, Statement of the Expenditures at the U. S. Armory at Harpers Ferry and of the Arms etc., made there during the year 1827. Harpers Ferry Map Case, Drawer No. 9.
Ibid., Statement of expenditures for 1829.
Superintendent Clowe to Col. Craig, Mar. 17, 1857, R.25, V.10, pp.1044-1045.
Col. Craig to Superintendent Clowe, March 21, 1857, R.19, V.10, p.920.
George Maury to James H. Burton, September 7, 1857, ms. letter owned by Mrs. Kenneth Gromshag, 1834 Rolling Rd., St. Dennis 27, Md.

5. Old Section of Pipertown Road:

The 1811-1857 section of the Pipertown Road led from the south end of the Shenandoah River bridge at 10G, and continued west through 10F and 9F. This section was still in use during the 1857-1865 period. From 9F, a former section of the Pipertown Road continued through 9E where it once united with the Pipertown Road.

(a) Map References:

Snell 1865 Loudoun Heights Base Map
Brown 1862 Map
Donn 1865 Map

(b) Report References:

Smith Loudoun Heights Report, pp.16-18.
Snell 1865 Report, pp.4-5.

(c) Sources Cited in NPS Reports:

Paymaster Samuel Annin to Sec. of War Austin, R.18, V.9, p.916.
National Armory Accounts, 1756-1831, Entry 935, National Archives R.G. 156, Statement of Expenditures at the U.S. Armory at Harpers Ferry and of the Arms etc., made during the year 1827. Harpers Ferry Map Case, Drawer No. 9.
Ibid., Statement of expenditures for 1829.
Superintendent Clowe to Col. Craig, March 17, 1857, R.25, V.10, pp.1044-1045.
Col. Craig to Superintendent Clowe, March 21, 1857, R.19, V.10, p.920.
George Maury to James H. Burton, September 7, 1857, ms. letter owned by Mrs. Kenneth Grossberg, 1834 Rolling Road, St. Dennis 27, Md.

6. Logging Road:

This road was probably constructed by the U. S. Armory at Harpers Ferry and was in use as such during the 1827-1860 period. The road was used by the Confederates in May and June, 1861, to transport troops and supplies to the summit of Loudoun Heights. The road was materially improved in September-October, 1862, when the 2nd Division of the XII Corps, Army of the Potomac encamped on the mountain. The road left the Pipertown road at 9E and continued south by southeast through 10E, 10F and back to 10E.

(a) Map References:

Snell Map I
Snell 1865 Loudoun Heights Base Map
Luce 1862 Map
Michler 1863 Map
Denn 1865 Map

(b) Report References:

Smith Loudoun Heights Report, pp.16-17.
Snell 1861-1862 Report, pp.11, 18, 27-28, 92-93.
Snell 1863 Report, pp.3, 14, 22.

(c) Photographic Evidence:

HP-18 (1862)
HP-26 (1863)
HP-214 (1864)
HP-70 (1865)

(d) Sources Cited in NPS Reports:

Paymaster Samuel Annin to Secretary of War Eustis, R.18, V.9, p.916.
National Armory Accounts, 1795-1831, Entry 935, National Archives R.G. 156, Statement of the Expenditures at the U. S. Armory at Harpers Ferry and of the arms etc., made therein during the year 1827, Harpers Ferry Map Case, Drawer No. 9.
Ibid., Statement of expenditures for 1829.
Superintendent Clowe to Col. Craig, March 17, 1857, R.25, V.10, pp.1044-1045.
Col. Craig to Superintendent Clowe, March 21, 1857, R.19, V.10, p.920.
Strother, Harper's New Monthly Magazine, June, 1866, p.18 on R.39, V.6, p.535.
Ibid., p.158 on R.39, V.6, p.564.
Brook, p.60 on R.38, V.2, p.143.
O.R., S.I, V. II, pp.814, 889.
O.R., S.I, Vol. XIX, Pt.I, pp.479-481.
O.R., S.I, Vol. XIX, Pt.II, pp.344, 356, 359, 434, 640-641.
O.R., S.I, Vol. LI, Pt.I, p.658.

7. South Military Road, East Slope:

This road existed as a narrow trail in July, 1861, and was probably improved by the Confederates during the "siege of Harpers Ferry", September, 1862. The road was further enlarged when the 2nd Division of the XII Corps, Army of the Potomac, encamped on Loudoun Heights in September-October, 1862. The road led from the summit of Loudoun Heights at 10E southward through 10D and 10C where it veered eastward through 11C, 11D and 12D. At 12D, the road forked but rejoined near the bottom of the same grid and continued east through 13D where it met the Hillsborough and Harpers Ferry Turnpike.

(a) Map References:

Snell Map I
Snell 1863 Loudoun Heights Base Map
Michler 1863 Map

(b) Report References:

Snell 1861-1862 Report, pp.27-28, 93.
Snell 1862 Report, pp.31, 37.
Snell 1863 Report, pp.3, 14, 22.
Snell 1865 Report, pp.5-6.

(c) Sources Cited in NPS Reports:

Battles and Leaders, Vol. II, pp.608-609, 616.
Strother, Harper's New Monthly Magazine, July, 1866, p.158
on P.39, V.6, p.564.
O.R., S.I., Vol. XIX, Pt. I, pp.479-481, 527, 538, 540, 547,
588, 913.
O.R., S.I., Vol. XIX, Pt. II, pp.344, 358, 359, 434, 540-541.
O.R., S.I., Vol. LI, Pt. I, p.858.

8. Summit Military Road:

This road was apparently built by the Confederates in May and June, 1861, in order to move troops and supplies to the summit and along the crest of Loudoun Heights. The road united with the South Military and Logging Roads at 10E and ran east through 10F and 11F where it joined the North Military Road.

(a) Map References:

Snell Map I
Snell 1865 Loudoun Heights Base Map
Luce 1862 Map
Michler 1863 Map

(b) Report References:

Snell 1861-1862 Report, pp.11, 18, 27-28.
Snell 1863 Report, pp.3, 14, 22.
Snell 1865 Report, p.6.

(c) Sources Cited in NPS Reports:

Strother, Harper's New Monthly Magazine, June, 1866, p.18
on R.39, V.6, p.535.
Strother, Harper's New Monthly Magazine, July, 1866, p.158
on R.39, V.6, p.564.
Brock, p.60, on R.39, V.2, p.143.
O.R., S.I, Vol. II, pp.814, 889.
O.R., S.I, Vol. XIX, Pt. I, pp.479-481.
O.R., S.I, Vol. XIX, Pt. II, pp.344, 356, 359, 434, 640-641.

9. North Military Road:

This road might have been cut by the Army of the Potomac during the September-October, 1862 Period of occupation. The road led from the Summit Military Road at 11F and continued down the east slope of Loudoun Heights winding through 11G, 11F, 11G and joined the Hillsborough and Harpers Ferry Turnpike at 12G.

(a) Map References:

Snell Map I
Snell 1865 Loudoun Heights Base Map
Michler 1863 Map

(b) Report References:

Snell 1863 Report, pp.3, 14, 22-23, 56-57.
Snell 1865 Report, pp.6-7.

(c) Sources Cited in NPS Reports:

O.R., S.I, Vol. XIX, Pt. I, pp.85-86, 479-481.
O.R., S.I, Vol. XIX, Pt. II, pp.344, 356, 359, 434, 640-641.
O.R., S.I, Vol. XXI, p.828.
O.R., S.I, Vol. XXVII, Pt. III, p.715.
O.R., S.I, Vol. LI, Pt. I, p.658.

B. Building and Farm Sites:

1. Squatters:

In 1860, the log cabins of five squatters were situated on the woodland of the U. S. Armory on Loudoun Heights. The location of these cabin sites is not known.

(a) Report References:

Smith Loudoun Heights Report, pp.11-13.

(b) Sources Cited in NPS Report:

Col. R. K. Craig to Secretary of War, May 16, 1854, R. 26, V.4, p.338.
Major Bell to Col. Craig, May 12, 1854, R.26, V.4, pp.341-344.
Col. Craig to Secretary of War Floyd, December 9, 1857, R.26, V.6, p.540.
Andrew Hunger to Col. Craig, November 28, 1857, R.26, V.6, pp.544-546.
Appraisal of property of squatters on the Fairfax Mountain, April 3, 1860, R.27, V.7, p.699.
Barbour to Craig, April 9, 1860, R.27, V.7, p.697.
Craig to Barbour, April 11, 1860, R.19, V.11, p.1100.

2. Armory Dwelling House No. 9 (106):

A two story stone house built sometime between 1818 and 1830.

(a) Map References:

Snell 1865 Loudoun Heights Base Map
Dann 1865 Base Map

(b) Report References:

Snell 1859 Report, p.13.
Snell 1865 Report, p.7.

(c) Photographic Evidence:

HF-491A (1859)
HF-348 (1862)
HF-26 (1863)
HF-206 (1864)
HF-75 (1860)

3. Armory Dwelling No. 10 (North corner 10E, south of Pipertown Road - Old Section) - House and Barn:

A one story stone house erected in 1810 and owned by the U. S. Armory.

(a) Map References:

Snell 1865 Loudoun Heights Base Map
Denn 1865 Map

(b) Report References:

Snell 1859 Report, p.13.
Snell 1865 Report, p.8.

(c) Photographic Evidence:

HF-490 (1857)
HF-780 (1865)
HF-96 (1896)

4. Harpers Ferry-Hillaborough Turnpike Toll House (11C):

This building was constructed in 1857-1858.

(a) Map References:

Snell 1865 Loudoun Heights Base Map.
Luce 1862 Map
Michler 1863 Map
Denn 1865 Map

(b) Report References:

Smith Loudoun Heights Report, p.16.
Snell 1865 Report, p.8.

(c) Photographic Evidence:

HF-340 (1851)
HF-30 (1862)
HF-25 (1865)

(d) Sources Cited in NPS Reports:

George Mauzy to James H. Burton, September 7, 1857, ms.
letter owned by Mrs. Kenneth Grossberg, 1834 Rolling Rd.,
St. Dennis 27, Md.

5. W. Hiwander Farm (9E):

(a) Map References:

Snell Map I
Snell 1863 Loudoun Heights Base Map
Luce 1862 Map
Michler 1863 Map

(b) Report References:

Snell 1862 Report, pp.47, 52-53.
Snell 1865 Report, pp.8-9.

(c) Photographic Evidence:

HF-490 (1857)
HF-491A (1859)
HF-214 (1864)
HF-239 (1865)

(d) Sources Cited in NPS Reports:

O.R., S.I., Vol. XIX, Pt. I, pp.527-528, 954, 962, 963.

6. Other Building and Farm Sites South of the Shenandoah and Potomac Rivers:

9C(7), 9D(3), 9E(1), 10C(2), 10E(2), 10F(3), 11C(2), 12D(4),
12P(4), 12G(8), 13D(3), 13H(3), 14H(5), 16H(1), 17I(1), 18J(2).

The location of these farm sites or cleared areas were taken
from Michler's 1863 Map. The number of buildings, outbuildings
or other structures on each cleared area may or may not be ac-
curate.

C. Fortifications:

In May, 1861, Confederates constructed three log blockhouses on the summit of Loudoun Heights situated within a clearing (10D, 10E, 10F, 11E, 11F) about 1,200 yards long by 300 feet wide. Hypothetical location of the blockhouses - 10E, 10F.

(a) Map References:

Snell Map I
Snell 1865 Loudoun Heights Base Map

(b) Report References:

Snell 1861-1862 Report, pp.11, 14, 18, 27-28, 78, 94.
Snell 1865 Report, p.11.

(c) Sources Cited in NPS Reports:

Strother, Harper's New Monthly Magazine, June 1866, p.18 on R.39, V.6, p.535; also p.22 on R.39, V.6, p.539.
Strother, Harper's New Monthly Magazine, July, 1866, p.158 on R.39, V.6, p.564.
Strother, Harper's New Monthly Magazine, May, 1867, p.720.
The notes of Dr. Cecil Eby, Professor of English, Madison College for Women, Harrisonburg, Va., Vol. II, pp.118-119. Transcribed from the MS. Journal of David Hunter Strother, loaned to Harpers Ferry National Monument for copying, November 1959 - March 1960. The typescript notes have been bound in looseleaf notebooks in two volumes and pages numbered consecutively. Hereafter cited as "Strother Journal", followed by volume and page numbers.
Brock, p.60 on R.38, V.2, p.143.
O.R., S.I, Vol. II, p.814.
O.R., S.I, Vol. V, pp.511-512.

D. Streams:

1. Sweet Run:

Commencing at 11C, this stream flowed in a northeast direction through 11D, 11E, 12E, 12F, 12G and spilled into the Potomac at 12H.

(a) Map References:

Nicler 1863 Map

2. West Branches of Sweet Run (3):

1. - 11C
2. - 11D
3. - 12F, 11F

(a) Map References:

Michler 1863 Map

3. East Branches of Sweet Run (2):

1. - 11D, 12D, 12C, 13C.
2. - 12E, 12D, 13D.

(a) Map References:

Michler 1863 Map

4. Stream (unnamed):

Commencing at 15H, this stream flowed northward through 14H and into the Potomac.

(a) Map References:

Michler 1863 Map

5. Stream (unnamed):

This stream commenced at 14G and flowed northwest through 14H and into the Potomac.

(a) Map References:

Michler 1863 Map

6. Stream (unnamed):

This stream commenced at 13G and flowed northeast through 13H and into the Potomac.

(a) Map References:

Michler 1863 Map

7. Stream (unnamed):

This stream commenced at 12G and flowed north to 11G where it spilled into the Potomac.

(a) Map References:

Michler 1863 Map

8. Stream (unnamed):

This stream commenced at 10D and flowed north through 9D, 9E and into the Shenandoah at 8E.

(a) Map References:

Michler 1863 Map

9. Stream (unnamed) - 2 Branches:

1st Branch - This branch commenced at 10D and flowed in a general westerly direction through 9D, 9C, back to 9D, then to 9C and 8C where it veered sharply to the north and emptied into the Shenandoah at 8D.

2nd Branch - This branch commenced at 9C and flowed directly north to 8D where it met the first branch and continued to 8C into the Shenandoah.

(a) Map References:

Michler 1863 Map

E. Forest Area:

6A, 7A, 7B, 7C, 8A, 8B, 8C, 8D, 8E, 9B, 9C, 9D, 9E, 9F, 10B, 10C, 10D, 10E, 10F, 10G, 11B, 11C, 11D, 11E, 11F, 11G, 12E, 12F, 12G, 13D, 14D, 14E, 14F, 15E, 15F, 15G, 15H, 15I, 15J, 16F, 16G, 16H, 16I, 16J.

(a) Map References:

Snell Map I

Snell 1865 Loudoun Heights Base Map

Luce 1862 Map

Michler 1863 Map

Donn 1865 Map

(b) Report References:

Smith Loudoun Heights Report, pp.6-8, 20-21.
Snell 1861-1862 Report, pp.27-28, 93.
Snell 1862 Report, p.5.
Snell 1865 Report, pp.16-17.

(c) Photographic Evidence:

HF-490 (1857)
HF-249 (1857)
HF-491A (1859)
HF-334 (1861)
HF-382 (1861)
HF-102 (1861)
HF-340 (1861)
HF-240 (1861)
HF-457 (1862)
HF-17 (1862)
HF-14 (1862)
HF-30 (1862)
HF-18 (1862)
HF-6 (1862)
HF-458 (1862)
HF-338 (1862)
HF-348 (1862)
HF-10 (1862)
HF-26 (1863)
HF-214 (1864)
HF-61 (1864)
HF-206 (1864)
HF-88 (1869)
HF-119 (1865)
HF-70 (1865)
HF-25 (1865)
HF-38 (1865)
HF-351 (1865)
HF-239 (1865)

(d) Sources Cited in NPS Reports:

Articles of Agreement, Fairfax and U. S., December 3, 1808, R.18, V.9, p.884.
Paymaster Samuel Annin to Secretary of War Eustis, September 14, 1811, R.18, V.6, pp.574-575.
Secretary of War to S. Annin, Paymaster, August 8, 1811, R.18, V.3, p.143.

F. Fairfax to Samuel Annin, August 17, 1811, R.18, V.6, pp.577-578.
 F. Fairfax to Samuel Annin, August 20, 1811, R.18, V.7, pp.547-549.
 Samuel Annin to Secretary of War Eustis February 23, 1811, R.18,
 V.6, pp.569-570.
 Superintendent Thomas Dunn to Col. George Bonford, October 23, 1829,
 R.22, V.6, pp.520-522.
 Contract with Henry Wade, February 20, 1835, Photo., Vol. 1, p.34.
 Talcott to Lucas, December 23, 1840, R.19, V.1, p.20.
 Superintendent Henry K. Craig to Lt. Col. Talcott, May 14, 1842,
 R.12, V.10, pp.937-960.
 Major Symington to Col. Talcott, September 25, 1845, R.23, V.6,
 p.642.
 Major Symington to Col. Talcott, March 7, 1851, R.24, V.4, p.325.
 Major Symington to Col. Talcott, April 25, 1851, R.24, V.4, p.351.
 Strother, Harper's New Monthly Magazine, July, 1866, p.158 on R.39,
 V.6, p.564.

F. Open Lands

11C, 11D, 11E, 12C, 12D, 12E, 13F, 12G, 12H, 13C, 13D, 13E, 13F, 13G,
 13H, 14D, 14E, 14F, 14G, 14H, 15G, 15H.

(a) Map References:

Snell Map I
 Snell 1865 Loudoun Heights Base Map
 Michler 1863 Map

III Area North of The Potomac River

A. Fortifications:

1. Fort Montgomery (10N) -- Hypothetical Location:

This fort was constructed by Confederates during May and June of 1861. It was a stockaded rectangular-shaped fort, about 200 feet long. In addition to constructing the fort, the Confederates also cleared the forest around the works for a parade ground. The fort was erected under the direction of Lt. Col. Duncan, Kentucky Volunteers and was occupied by about 350 troops, mostly Kentuckians. The structure was named after Montgomery County, Kentucky, from which the troops came. The fort was located about 1 1/2 miles north of the southern extremity of Maryland Heights and was destroyed when the Confederates evacuated the area, June, 1861.

(a) Map References:

Snell Map I

(b) Report References:

Snell 1861-1862 Report, pp.13-16, 18, 34, 91.

(c) Photographic Evidence:

HP-535 (1861)

(d) Sources Cited in NPS Reports:

Strother, Harper's New Monthly Magazine, June 1866, p.22, on R.39, V.6, p.539.

Virginia Free Press, Charlestown, Va., June 13, 1861, p.1, c.3, quoting the Richmond Dispatch, Richmond, Va., June 5, 1861.

O.R., S.I., Vol. II, pp.861, 824, 848, 861, 889.

O.R., S.I., Vol. LI, Pt. II, pp.79, 91, 93.

2. Signal Tower (11I):

The 3rd Wisconsin Regiment erected this log observatory or signal tower July 29, 1861.

(a) Map References:

Snell Map I

(b) Report References:

Snell 1861-1862 Report, pp.39, 43, 91.
Snell 1862 Report, p.9, 16, 25, 26, 28, 35, 80.

(c) Photographic Evidence:

HF-209 (1862)

(d) Sources Cited in NPS Reports:

Cook, p.25 on R.39, V.7, p.607.
O.R., S.I., Vol. V, p.74.
O.R., S.I., Vol. XIX, Pt. I, pp.542, 544, 566, 602, 614-615,
619, 621, 626, 707, 713, 714, 771, 854, 864, 958-959.
O.R., S.I., Vol. LI, Pt. I, pp.511-512.

3. Naval Battery (10H):

This battery was constructed May 27-29, 1862, under the direction of Lt. C. H. Daniels, United States Navy. The battery consisted of two 9-inch Dahlgren guns, one 50-pounder rifle, four boat howitzers and was manned by 300 sailors and marines.

(a) Map References:

Snell Map I
Luce 1862 Map
Michler 1863 Map
Donn 1865 Map

(b) Report References:

Snell 1861-1862 Report, pp.66, 73, 75-78, 91.

(c) Sources Cited in NPS Reports:

Strother Journal, Vol. II, p.118.
Strother, Harper's New Monthly Magazine, May, 1867, p.720.
O.R., S.I., Vol. XII, Pt. I, pp.639-641.
O.R., S.I., Vol. XII, Pt. III, pp.266, 296-297.

B. Roads:

1. Harpers Ferry - Sharpsburg Road:

This road began at 10H, opposite the mouth of the Shenandoah River at the east end of the B&O railroad bridge, and ran

west along the C&O Canal through 9H and 8H where the road turned to the north through 8I, 8J, 8K, 8L, 8M, 8N, 8O, 8P, 8Q, 8R and on to Sharpsburg.

(a) Map References:

Snell Map I
Michler 1863 Map
Denn 1865 Map

(b) Plats:

1826 Plat
1830 Plat
1839 Plat

2. Hoffmaster Road:

This road left the Harpers Ferry-Sharpsburg Road at 9H, traveled north to 9I then veered eastward to a point just north of the Unseld farm. The road then returned to its northward course through 9J, 9K, 9L, 9M, 8N, and rejoined the Harpers Ferry-Sharpsburg Road at 8N.

(a) Map References:

Snell Map I
Michler 1863 Map
Denn 1865 Map

(b) Plats:

1868 Plat.

3. Elk Ridge Road:

The northern terminus of this road intersected the east-west roads crossing Solomon's Gap at 10Q and ran south along the Elk Ridge through 10P, 10O, 10N, 10M, 10L, 10K, 10J, 11J, 11I and 10I. This road, in 1862, was in dire need of extensive repair and was unsuitable for heavy hauling.

(a) Map References:

Snell Map I
Michler 1863 Map
Denn 1865 Map

(b) Report References:

Snell 1861-1862 Report, pp.33, 80.
Sullivan 1862 Report, p.120.

(c) Sources Cited in NPS Reports:

O.R., S.I., Vol. II, pp.732-733.
O.R., S.I., Vol. XIX, Pt. I, p.853.

4. Elk Ridge Base Road:

This was a little used road and was in dire need of repair in 1862. The road left the east road to Solomon's Gap at 12P and traveled south through 12O, 11O, 11N, 11M to 11L where it swung sharply to the east and crossed Pleasant Valley through 12L, 13L and met the Brownsville Road at 14L.

(a) Map References:

Snell Map I
Michler 1865 Map

(b) Report References:

Sullivan 1862 Report, p.118.

(c) Sources Cited in NPS Reports:

O.R., S.I., Vol. XIX, Pt. I, pp.852-853.

5. Pleasant Valley Road:

This road began east of Sandy Hook at 13I and ran north through Pleasant Valley crossing 13J, 12J back through 13J, 13K, 13L and 13M where the road veered to the east through 13M, 14M and intersected the Brownsville Road at 14N.

(a) Map References:

Snell Map I
Michler 1865 Map
Donn 1865 Map

6. Brownsville Road:

This road left the road leading from Harpers Ferry to Knoxville at 15J and ran north along the foot of the Blue Ridge through 15K, 15L, 14L, 14M, 14N, 14O, 14P and on to Brownsville.

(a) Map References:

Snell Map I
Michler 1853 Map

(b) Report References:

Sullivan 1862 Report, p.118

(c) Sources Cited in NPS Reports:

O.R., S.I., Vol. XIX, Pt. I, pp.852-853.

7. Soloman Gap East Road:

This road left the Brownsville Road at 14P and ran across Pleasant Valley through 13P, 13Q, 12Q to the foot of the Elk Ridge at 12P. The road then ascended the east slope of the Elk Ridge via Soloman Gap through 12Q, 11Q and met the Elk Ridge Road at 10Q.

(a) Map References:

Snell Map I
Michler 1853 Map

(b) Report References:

Snell 1861-1862 Report, pp.34, 90.
Sullivan 1862 Report, p.120.

(c) Sources Cited in NPS Reports:

O.R., S.I., Vol. II, pp.732-733.
O.R., S.I., Vol. XIX, Pt. I, p.853.

8. Soloman Gap West Road:

This road was not as wide nor as steep as the Soloman Gap East Road. The west Road left the Harpers Ferry-Sharpsburg Road at 8Q and ascended the west slope of the Elk Ridge through Soloman Gap through 9E, 10R and joined the Elk Ridge Road at 10Q.

(a) Map References:

Snell Map I
Michler 1853 Map

(b) Report References:

Snell 1861-1862 Report, pp.33-34, 90.

(c) Sources Cited in NPS Reports:

G.R., S.I., Vol. II, pp.732-733.

9. Confederate Road:

This is probably the road built by Confederates May-June, 1861 that leads from Sandy Hook at 12H and ascends Maryland Heights through 12I, 11I, 11H and 10H where it veers sharply to the north and continues through 10I and 10J and cuts back into the Elk Ridge Road. The Confederate Road was not too steep but was extremely rough. Stones, five to six feet long, were laid in several places along the road.

(a) Map References:

Snell Map I
Michler 1863 Map
Donn 1865 Map

(b) Report References:

Snell 1861-1862 Report, pp.34, 90.

(c) Sources Cited in NPS Reports:

G.R., S.I., Vol. II, pp.732-733.

10. Union Road:

This road left the Harpers Ferry-Sharpsburg Road at 9H and ascended Maryland Heights through 10H to 10I where the road forked. One fork ran east to 10H where it joined the Confederate Road, while the other fork ran northeast through 10I and joined the Confederate Road at the line separating 10I and 10J. This is probably the road constructed under the direction of Gen. Nathaniel P. Banks, July-August, 1861.

(a) Map References:

Snell Map I
Michler 1863 Map
Donn 1865 Map

(b) Report References:

Snell 1861-1862 Report, pp.42-43, 90.

(c) Sources Cited in NPS Reports:

O.R., S.I., Vol. LI, Pt. I, pp.511-512.

11. Harpers Ferry-Sandy Hook-Newerton Road:

This road continued from the Harpers Ferry-Sharpburg Road, opposite the mouth of the Shenandoah River at the east of the B&O railroad bridge located at 11H, and ran east through 12H, 12I, 13I, 14I, 14J, 15J, 15K and 16K.

(a) Map References:

Snell Map I
Brown 1862 Map
Michler 1863 Map
Dunn 1865 Map

12. Iron Quarry Road:

This road left the Hoffmaster Road at 9J and continued west through 8J, 8I, 7I to the iron quarry at 7H.

(a) Map References:

Snell Map I
Michler 1863 Map

13. Iron Quarry Branch Roads (5):

1. This road left the iron quarry at 7H and ran south to the C&O Canal.
2. This road left the iron quarry road at 7H and ran north through 7I to a farm at 8I.
3. This road left the iron quarry road at 7I and ran north through 7J to the C&O Canal.
4. This road left the iron quarry road at 8I and ran south to the Harpers Ferry-Sharpburg Road at 8I.
5. This road left the iron quarry road at 8J and continued south through 9J to 9I where it joined the Hoffmaster Road.

(a) Map References:

Snell Map I
Michler 1863 Map

14. Unsold Road:

This road left the Harpers Ferry-Sharpburg Road at 9H and continued north through 9I, bisecting the Unsold Farm and joining the Hoffmaster Road at 9I.

(a) Map References:

Snell Map I
Michler 1863 Map

15. Other Roads in Pleasant Valley (4):

1. This road left the Pleasant Valley Road at 13I, crossed Pleasant Valley traveling west through 12I, 12J, swinging back through 12I and meeting the road from Sandy Hook at 11I at the foot of the Elk Ridge.
2. This road left the Pleasant Valley Road at 13J and crossed Pleasant Valley running west through 13K, 12K to the foot of the Elk Ridge at 11K where the road veered to the south and continued through 11J, 12J, to meet Road No. 1 above at 12I.
3. This road connected Road No. 2 above with the Elk Ridge Base Road. The road left Road No. 2 at 11K and continued north along the foot of the Elk Ridge through 11K and met the Elk Ridge Base Road at 11L.
4. This road, like Road No. 3 above, connected Road No. 2 and the Elk Ridge Base Road. The road left Road No. 2, east of Road No. 3 at 12K and continued north through 11K and joined the Elk Ridge Base Road at 11L.

(a) Map References:

Snell Map I
Michler 1863 Map

C. Streams:

1. Israel Creek:

This stream commenced at 13Q in Pleasant Valley and flowed south through the Valley across 13P, 13Q, 13N, 13M, 14M, 13M, 14M, 14L, 14K, 15K and emptied into the Potomac at 15J.

2. Iraesl Creek Branchs (3):

1. Beginning near the foot of the Elk Ridge at 12P, this branch flowed east through 13P, 13Q and back to 13P where it emptied into the main stream.
2. Beginning at 13L, this branch flowed east through 13L and emptied into the main stream at 14L.
3. Beginning at 12J, this branch flowed east through 12K, 13K and emptied into the main stream at 14K.

(a) Map References:

Michler 1863 Map

3. Stream Near Veertis Farm:

This stream began east of the Veertis Farm at 14J and flowed south through 14I where it emptied into the Potomac.

(a) Map References:

Michler 1863 Map

C. Building and Farm Sites:

1. Smith Farm (71):

(a) Map References:

Michler 1863 Map

2. Brown Farm (8P):

(a) Map References:

Michler 1863 Map

3. Unsold Farm (9L):

(a) Map References:

Michler 1863 Map

4. Miller Farm (13L):

(a) Map References:

Michler 1863 Map

5. Bartlow Mill (13P):
 - (a) Map References:
Michler 1863 Map
6. Dr. Rowe (15L):
 - (a) Map References:
Michler 1863 Map
7. Blacksmith (14M):
 - (a) Map References:
Michler 1863 Map
8. Veertie Farm (14I, 14J):
 - (a) Map References:
Michler 1863 Map
9. Waverton (16K):
 - (a) Map References:
Michler 1863 Map
10. Sandy Hook (12H, 12I, 13I):
 - (a) Map References:
Michler 1863 Map
11. Other Building and Farm Sites:

7L(2), 8I(1), 8J(1), 8H(3), 8O(4), 8Q(1), 9I(2), 9K(1), 11I(1), 11JK(1), 12I(2), 12J(2), 12O(1), 12P(5), 12Q(1), 13I(5), 13K(1), 13L(1), 13M(1), 14L(2), 14M(8), 14N(1), 14O(3), 14P(2), 15J(3), 15K(2), 15KL(1).

The location of these buildings and farm sites were taken from Michler's 1863 Map. The number of buildings, outbuildings or other structures on each cleared area may or may not be accurate.

D. Forest Area:

6H, 6I, 7H, 7I, 7J, 7K, 7L, 7M, 8H, 8I, 8J, 8K, 8L, 8M, 8N, 8O, 8P,
8Q, 8R, 9H, 9I, 9J, 9K, 9L, 9M, 9N, 9O, 9P, 9Q, 9R, 10H, 10I, 10J,
10K, 10L, 10M, 10N, 10O, 10P, 10Q, 10R, 11H, 11I, 11J, 11K, 11L, 11M,
11N, 11O, 11P, 11Q, 11R, 12H, 12I, 12O, 12P, 12Q, 12R, 14L, 14M, 14N,
14O, 14P, 14Q, 14R, 15K, 15L, 15M, 15N, 15O, 15P, 15Q, 15R, 16K, 16L,
16M, 16N, 16O, 16P, 16Q, 16R.

(a) Map References:

Snell Map I
Luca 1862 Map
Michler 1863 Map
Dean 1865 Map

(b) Report References:

Snell 1861-1862 Report, p.80.
Snell 1862 Report, p.7.
Snell 1863 Report, p.80.

(c) Photographic Evidence:

HF-251 (1858)
HF-73 (1859)
HF-74 (1859)
HF-257 (1859)
HF-230 (1862)
HF-219 (1863)
HF-24 (1865)

(d) Sources Cited in NPS Reports:

C.R., S.I, Vol. II, pp.732-733.
C.R., S.I, Vol. XIX, Pt. I, pp.754-765, 768.
C.R., S.I, Vol. XXV, Pt. II, pp.423-429.
C.R., S.I, Vol. XXVII, Pt. II, pp.13-16.

E. Open Lands:

1. Pleasant Valley:

11I, 11J, 11K, 11L, 11M, 11N, 12H, 12I, 12J, 12K, 12L, 12M, 12N,
12O, 12P, 12Q, 12R, 13H, 13I, 13J, 13K, 13L, 13M, 13N, 13O, 13P, 13Q,
13R, 14I, 14J, 14K, 14L, 14M, 14N, 14O, 14P, 14Q, 14R, 15J, 15K.

(a) Map References:

Snell Map I
Michler 1863 Map

3. Other Cleared Area (110,120):

(a) Map References:

Snell Map I
Michler 1863 Map

F. Chesapeake and Ohio Canal:

Approaching from the east, the canal ran through 16K, 15K, 15J, 15I, 14I, 13I, 13H, 12H, 11H, 11G, 10H, 9H, 8H, 7H to 6H where the course changed northward and continued through 6I, 7I, 7J, 7K, 7L, 7M, 6M, 5M and 5H.

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map
Donn 1865 Map

G. Rope Ferry:

A pontoon bridge, which had been constructed across the Potomac February 26, 1862, was removed to Washington, D.C., March 21, 1862. It was replaced by a rope ferry with a single scow. The ferry linked the north and south banks of the Potomac at 10G and 10H.

(a) Photographic Evidence:

HF-457

(b) Report References:

Snell 1861-1862 Report, pp.46-49, 52, 74.
Sullivan 1862 Report, pp.21-22, 24-25, 87.

(c) Sources Cited in NPS Reports:

Battles and Leaders, Vol. II, pp.155-157.
Strother Journal, Vol. II, pp.98b, 114, 118.
Strother, Harper's New Monthly Magazine, May 1867, pp.719-720.
Ward, p.25 on R.38, V.1, p.12.
O.R., S.I, Vol. V, p.727.
O.R., S.I, Vol. XI, Pt. III, p.27.

IV Area Between Potomac and Shenandoah Rivers

A. Town of Harpers Ferry - Virginian Island - Camp Hill:

For detailed description of these areas see Snell 1859 Base Map and accompanying documentation. For documentation of physical changes of these areas between 1859 and May 1862, i.e., destruction of armory, arsenal, rifle works, bridges, Herr's mill and "point section" of the Town, cf. Snell 1861-1862 Report, pp.5-9, 31-26, 41-42; Sullivan 1861 Report, pp.3-30, 47-49, 57-58, 95; Sullivan 1862 Report, pp.15-17.

B. Fortifications:

1. Camp Hill Breastworks (9C):

This consisted of a line of earth breastworks constructed May 30, 1862. Trees and hedges were cut to allow this line to be erected.

(a) Map References:

Snell Map I
Luce 1862 Map
Michler 1863 Map
Donn 1865 Map

(b) Report References:

Snell 1861-1862 Report, pp.74, 76, 95.

(c) Sources Cited in NPS Reports:

Strother Journal, Vol. II, p.118.
Strother, Harper's New Monthly Magazine, May 1867, p.720.
O.R., S.I., Vol. XII, Pt. I, p.640.

C. Roads:

1. Charles Town Turnpike:

Commencing at 10G in the lower town of Harpers Ferry, the road continued west through 10G, 9G, 8G, 8F, 7F, 7E, 6E, 6D, 5D, 4D, 4C through Halltown at 3C and on to Charles Town.

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map
Denn 1865 Map

2. Halltown-Shepherdstown Road:

This road ran north from Halltown at 3C and continued through 3D, 2D, 2E, 2F, 1F, 1G, 1H and on to Shepherdstown.

(a) Map References:

Snell Map I
Brown 1862 Map
Michler 1863 Map

3. River Road to Shepherdstown:

This road commenced in the lower town of Harpers Ferry at 10G and ran northwest, keeping close to the Potomac River, through 10G, 9G, 8G, 7H, 6H to 6G where the road swung abruptly to the north and continued through 6H, 5H, 5I, 6I, 6J, 6K, 6L, 5L, 5M, and on to Shepherdstown.

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map
Denn 1865 Map

4. Road Bisecting Charles Town Turnpike:

This road left the river road to Shepherdstown at 6G and continued southwest through 6G, 6F, 6E, 6D, 6C, 6B and 6A.

(a) Map References:

Snell Map I
Brown 1862 Map
Michler 1863 Map

5. Road to Charles Town:

This road left the river, road to Shepherdstown at 5I and continued west through 5I, 5J, 3H, 2H, 2G, 1G and 1F. Another road branched off this road at 4I and continued west through 3I, 2I and 1I.

(a) Map References:

Snell Map I
Michler 1863 Map

6. Branch Road of Shepherdstown River Road:

This road left the Shepherdstown River Road at 6J and continued east to the Potomac River at 6J.

(a) Map References:

Snell Map I
Michler 1863 Map

7. Branch Roads of Charles Town Turnpike (5):

1. This road left the Charles Town Pike at 7E and continued southeast through 7E to 8E where the road swung sharply to the east and continued on, keeping close to the Shenandoah River, through 8E, 8F, 9F, 9G and 10G where it met the river road to Shepherdstown.
2. This road left the Charles Town Pike at 7F and continued southeast through 8E where it met Road No. 1 above.
3. This road left the Charles Town Pike at 8G and continued south through 8F where it met Road No. 1 above.
4. This road left the Charles Town Pike at 8G and continued southeast through 8G to 8F where it met Road No. 3 above.
5. This road left the Charles Town Pike at 8G and continued northwest through 7G to 6G where it met the road bisecting the Charles Town Pike.

(a) Map References:

Snell Map I
Brown 1862 Map
Michler 1863 Map
Donn 1885 Map

D. Building and Farm Sites:

1. Bolivar (3F, 8G):

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map
Dunn 1865 Map

2. Halltown (3C):

(a) Map References:

Snell Map I
Brown 1862 Map
Michler 1863 Map

3. Smithson (4C)

(a) Map References:

Snell Map I
Michler 1863 Map

4. Loman's Mill (4H):

(a) Map References:

Snell Map I
Michler 1863 Map

5. Toll Gate and Toll House (6D):

(a) Map References:

Snell Map I
Brown 1862 Map
Michler 1863 Map

6. Pitcher's (Peacher's) Mill (6H):

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map

7. Keep Tryet Furnace (6H):

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map

8. Cochran's Stone Warehouse (6I):

(a) Map References:

Snell Map I
Luce 1862 Map
Michler 1863 Map

9. Edmund Chambers (7D, 8D):

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map

10. Graveyard (7F):

(a) Map References:

Luce 1862 Map
Michler 1863 Map

11. Poplar Cottage (6D):

(a) Map References:

Snell Map I
Brown 1862 Map
Michler 1863 Map

12. William Strider (6E):

(a) Map References:

Snell Map I
Brown 1862 Map
Michler 1863 Map

13. Pine Grove Cemetery (8G):

(a) Map References:

Snell Map I
Brown 1862 Map

(b) Report References:

Smith Cemetery Report, pp.3-7.

(c) Sources Cited in NPS Reports:

Captain Maynadier, Ordnance Officer to Major Symington,
May 25, 1850, R.19, V.5, p.424.
Report of Board of Officers, September 22, 1851, R.24,
V.5, pp.803-806.

14. Cornfields (6C, 6D, 7C, 7D):

(a) Map References:

Snell Map I

(b) Report References:

Snell 1862 Report, p.4.

(c) Sources Cited in NPS Reports:

O.R., S.I, Vol. XIX, Pt. I, pp.743, 764, 934, 980, 1000.

15. Other Building and Farm Sites:

1G(2), 1H(2), 1L(1), 2E(4), 2I(1), 3H(3), 3J(1), 4C(1), 4H(2),
4I(1), 5G(1), 5J(1), 5K(1), 6A(3), 6G(3), 6H(1), 6J(3), 6K(1),
7E(2), 8G(1).

These building and farm sites were taken from Michler's 1853 Map. The exact location and number of buildings on each site vary from map to map. Hence, these sites are not to be misconstrued as definitive. No attempt has been made to enter the name of every owner of each building or farm site, however, a few have been designated for orientation purposes.

E. Streams:

1. Flowing Spring Creek:

This stream flowed northerly through 5A, 5B, 5C to 4C where the direction of the stream turned west and continued through 4C, 3C and continued in the direction of Charles Town.

(a) Map References:

Snell Map I
Brown 1862 Map
Michler 1863 Map

2. Unnamed Stream:

This stream flowed from the west and continued east through 1H, 2H, 3H, 4H, 4G, 5G, 6G, to 6H where it emptied into the Potomac.

(a) Map References:

Snell Map I
Brown 1862 Map
Michler 1863 Map

3. Branches of Unnamed Stream (3):

1. This branch commenced at 3F and continued through 4F to the main stream.
2. This branch commenced at 6F and flowed northeast through 6G to the main stream.
3. This branch commenced at 5I and flowed southeast through 5H to 5G where it emptied into the main stream.

(a) Map References:

Snell Map I
Brown 1862 Map
Michler 1863 Map

F. Forest Area:

1. 1I, 1J, 2I, 3D, 3E, 3I, 4C, 4D, 4E, 4H, 5A, 5B, 5C, 5D, 5E, 5F, 5G, 5H, 5I, 6A, 6B, 6C, 6D, 6E, 6F, 6G, 6H, 6I, 7A, 7B, 7C, 7D, 7E, 7F, 7G, 8D, 8E, 8F, 8G, 9F, 9G.

(a) Map References:

Snell Map I
Luce 1862 Map
Michler 1863 Map

(b) Report References:

Snell 1861-1862 Report, p.94.
Snell 1862 Report, pp.3-4.
Snell 1863 Report, pp.16, 58.

(c) Sources Cited in NPS Reports:

O.R., S.I, Vol. XIX, Pt. I, pp.562, 595, 597, 743, 764,
854, 980, 1000.

(d) Photographic Evidence:

HP-2 (1862)
HP-69 (1862)

G. Open Land:

1F, 1G, 1H, 1I, 1J, 2D, 2E, 2F, 2G, 2I, 2J, 3A, 3B, 3C, 3D, 3E, 3F,
3G, 3H, 3I, 3J, 4A, 4B, 4C, 4D, 4E, 4F, 4G, 4H, 4I, 4J, 4K, 5A, 5B,
5D, 5E, 5F, 5G, 5H, 5I, 5J, 5K, 5L, 5M, 6D, 6E, 6I, 6J, 6K, 6L, 6M,
7D, 7E, 7F, 7G, 8E, 8G, 9F, 9G, 10G.

(a) Map References:

Snell Map I
Luce 1862 Map
Michler 1863 Map
Donn 1865 Map

H. Shenandoah Bridge Ruins (10G):

This wooden covered bridge was destroyed by Confederates June 20,
1861.

(a) Report References:

Snell 1861-1862 Report, p.26.
Sullivan 1861 Report, p.58.

(b) Sources Cited in NPS Reports:

Barry, p.121.

I. Railroads:

1. Baltimore and Ohio Railroad:

Approaching from the east at 16K, this line continued west through 15K, 15J, 14I, 13I, 13H, 12H, 11H, crossed the Potomac at 10G and swung northwest through 10G, 9G, 8G, 7H, 7G, 6G, 6H, 6G, 5G, 4G, 4H, 3H, 2H and 1I. The railroad bridge and much of this section of the line was destroyed by Confederates in 1861, but the line was reopened by March 29, 1862. The railroad bridge was reconstructed by March 18, 1862, but was washed out by flood April 22, 1862. It was again rebuilt by May 4, 1862, and at the time of Jackson's threat consisted of a single-track wooden bridge. It was planked over by direction of Brig. Gen. Rufus Saxton, May 26, 1862, to allow the passage of teams, artillery and cars. The bridge was described as being 1,000 feet long, seven or eight feet wide, about 40 feet above the water and lacked handrails.

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map
Donn 1865 Map

(b) Report References:

Snell 1861-1862 Report, pp.21, 50-51, 61, 74.
Sullivan 1861 Report, pp.48-49.
Sullivan 1862 Report, pp.80-82, 86, 78, 87-98.

(c) Sources Cited in NPS Reports:

BOO 35th Annual Report, R.15, V.2, pp.305-306.
BOO 36th Annual Report, R.15, V.2, pp.322-326.
Strother Journal, Vol. II, pp.7, 18, 118.
Strother, Harper's New Monthly Magazine, May 1867, pp.719-720.
O.R., S.I., Vol. XII, Pt. II, pp.98-99, 105, 186-187.
O.R., S.I., Vol. XII, Pt. III, pp.6, 248-249, 251.
O.R., S.I., Vol. LI, Pt. I, p.548.
O.R., S.I., Vol. LI, Pt. II, p.139.

3. Winchester and Potomac:

This line commenced at 10G and ran west through 9G, 9F, 8F, 8E, 8D, 7D, 7C, 7B, 7A, 6A to 5A where the line swung north through 5A, 5B, 4B to 4C where the direction again changed to the west and continued through Halltown at 3C and on to Winchester. Most of this line was destroyed by Confederates in 1861 but was in running order again by March 19, 1862. However, due to its original light construction and use of a strap or flat rail, it was not very reliable.

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map
Donn 1865 Map

(b) Report References:

Snell 1861-1862 Report, pp.51-52.
Sullivan 1862 Report, p.63.

(c) Sources Cited in NPS Reports:

Secretary of War Stanton to D&O Railroad Co., March 24, 1862, R. 15, V.3, p.493.
O.R., S.I., Vol. V, p.746.
O.R., S.I., Vol. XII, Pt. III, pp.6, 22, 70.

J. Potomac River Islands (The smaller islands vary from map to map):

1. Byrne's Island (8H, 9H):

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map
Donn 1865 Map

2. Other Potomac River Islands:

9H, 10H, 13H, 14H

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map
Donn 1865 Map

H. Shenandoah River Island:

1. Davenport's Island:

C7, C8, D8

A small farm, or cleared area, and negro cabin were located in the center of this island.

(a) Map References:

Snell Map I
Brown 1862 Map
Luce 1862 Map
Michler 1863 Map
Donn 1865 Map