WA-III-072 Public
HARPERS FERRY NATIONAL PARK
Harpers Ferry, W. Va.

The Harpers Ferry National Historical Park lies within the boundaries of three states: West Virginia, Virginia and Maryland. No standing structures are known to be in the Maryland portion. For a more complete description, see National Register file within Washington County.

Form No 10-306 (Rev 10-74)

WA-III-072

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
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DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Harpers Ferry National Historical Park

AND/OR COMMON

2 LOCATION

STREET & NUMBER

_NOT FOR PUBLICATION

CITY, TOWN

Harpers Ferry — VICINITY OF

CONGRESSIONAL DISTRICT

2nd

STATE

West Virginia

CODE

54

COUNTY

Jefferson

CODE

037

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	X PUBLIC	X OCCUPIED	_AGRICULTURE	_MUSEUM
_BUILDING(S)	_PRIVATE	_UNOCCUPIED	_COMMERCIAL	X PARK
_STRUCTURE	_BOTH	_WORK IN PROGRESS	_EDUCATIONAL	_PRIVATE RESIDENCE
_SITE	PUBLIC ACQUISITION	ACCESSIBLE	_ENTERTAINMENT	_RELIGIOUS
_OBJECT	_IN PROCESS	_YES: RESTRICTED	_GOVERNMENT	_SCIENTIFIC
	_BEING CONSIDERED	X YES: UNRESTRICTED	_INDUSTRIAL	_TRANSPORTATION
		_NO	_MILITARY	_OTHER

4 AGENCY

REGIONAL HEADQUARTERS (If applicable)

National Capital Region, National Park Service

STREET & NUMBER

1100 Ohio Drive, S.W.

CITY, TOWN

Washington — VICINITY OF

STATE

D.C. 20242

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE
REGISTRY OF DEEDS, ETC Jefferson County Courthouse

STREET & NUMBER

Cor. North George and Washington Streets

CITY, TOWN

Charles Town

STATE

West Virginia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historic American Buildings Survey: W. Va. 6, 18, 19, 23, 24, 25, 25A, 26-39, 49

DATE

1956-61

X FEDERAL _STATE _COUNTY _LOCAL

DEPOSITORY FOR SURVEY RECORDS Library of Congress

CITY, TOWN

Washington

STATE

D.C.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	X DETERIORATED	_ UNALTERED	X ORIGINAL SITE
X GOOD	X RUINS	X ALTERED	_ MOVED DATE_____
X FAIR	X UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

All locations (lot numbers) and building numbers are taken from "Harpers Ferry, Historical Base Map, 1859, Part of the Master Plan for Harpers Ferry National Monument," prepared by the Eastern Office of Design & Construction, National Park Service, Drawing No. NM-HF 3021, 3 sheets, dated Oct. 6, 1959, for the Lower Town and Camp Hill areas of Harpers Ferry. This map is supported by Charles W. Snell, "The Town of Harpers Ferry in 1859, A Physical History" (NPS typescript, Harpers Ferry National Monument Research Project No. HF-32, May 13, 1959).

Upper Hall Island

In 1859 Upper Hall Island was part of the U.S. Armory at Harpers Ferry and was the site of the Armory lumber yard and three Armory employee dwellings. The lumber yard and shed were constructed in 1855 on the upper or western end of the island. The upper locks and toll house of the Shenandoah Canal Company were also located at the west end of the island and the tracks of the Winchester and Potomac Railroad Company crossed the island on the south side. A description of the island's structures in 1859 follows:

Armory Dwelling No. 6, erected between 1807 and 1834, was a two-story brick building with approximate dimensions of 22' by 16'. It was probably rented by Francis Knapp, an Armory machinist, in 1859. Armory Dwelling No. 7, erected between 1807 and 1834, was a two-story stone building with approximate dimensions of 28' by 28' It was probably rented by John Mason, an Armory machine oiler, in 1859. Armory Dwelling No. 8, erected between 1807 and 1834, was a two-story brick building measuring approximately 36' by 18'. It was probably occupied by John P. Fouke, an Armory employee, in 1859. These houses were demolished by Union soldiers in November 1864 to make way for the construction of the U.S. Military Railroad that was to run from Harpers Ferry to Stephenson's Depot near Winchester, Va., to help supply Sheridan's army. At that time the U.S. Military Railroad Corps erected a frame tool house (37' by 22') and an agent's office (21' by 13') on Upper Hall Island. There are no visible surface remains of any of these structures.

The Shenandoah Canal along the northern sides of the Upper and Lower Hall Islands, with the upper and lower locks, was completed by the Potomac Company in 1807. In 1824 the Shenandoah Canal Company entered into an agreement with the owners of the Island of Virginius which provided for the construction of a dam between the upper or western end of that island and the eastern end of Lower Hall Island. This dam furnished water for the canal as it passed along the northern side of the Island of Virginius and also created a turning basin for the boats at that point. The toll house of the canal company, a one-story frame building, was located on the upper or western end of Upper Hall Island adjacent to the upper locks. The toll house is missing, but traces of the canal are present here and further west along the river within the park.

(continued)

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
_PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	_COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_RELIGION	
_1400-1499	X ARCHEOLOGY-HISTORIC	_CONSERVATION	_LAW	_SCIENCE	
_1500-1599	_AGRICULTURE	_ECONOMICS	_LITERATURE	_SCULPTURE	
_1600-1699	X ARCHITECTURE	_EDUCATION	X MILITARY	X SOCIAL/HUMANITARIAN	
_1700-1799	_ART	_ENGINEERING	_MUSIC	_THEATER	
X 1800-1899	X COMMERCE	_EXPLORATION/SETTLEMENT	_PHILOSOPHY	_TRANSPORTATION	
_1900	_COMMUNICATIONS	X INDUSTRY	X POLITICS/GOVERNMENT	_OTHER (SPECIFY)	
		X INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Harpers Ferry National Historical Park contains important features of the historic town of Harpers Ferry and its environs. Located at the scenic confluence of the Shenandoah and Potomac rivers in the Blue Ridge Mountains, Harpers Ferry was an important manufacturing and commercial town from 1800 to the Civil War. Here John Hall pioneered in the successful development of interchangeable parts in manufacturing. In 1859 the town was the scene of the electrifying John Brown raid, an event of major importance in bringing the nation to civil war. Strategically important, Harpers Ferry changed hands several times during that war. Its capture, together with 12,693 Union soldiers defending the town, by "Stonewall" Jackson in 1862 was a dramatic prelude to the great battle at Antietam Creek that ended the first Southern invasion of the North. The many standing 19th-century commercial and residential structures are architecturally significant, and the many more such buildings and industrial structures now represented only by subsurface remains comprise a great archeological resource. An added dimension is provided by the buildings of the former Storer College, illustrating the efforts of the Freedmen's Bureau and private philanthropy to aid and educate blacks after the Civil War.

(The town of Harpers Ferry outside the park is listed separately in the National Register as the Harpers Ferry Historic District.)

First Settlement

Robert Harper, a millwright, purchased the 125 acres of land that would become the nucleus of Harpers Ferry from Lord Thomas Fairfax on April 5, 1751. Here Harper established a ferry across the Potomac and erected a waterpowered sawmill on Lower Hall Island in the Shenandoah. Between 1775 and 1782 he built a stone tavern on the hill overlooking the junction of the rivers; now known as the Harper House, it is the oldest standing structure in the park and town. At Harper's death in 1782 his estate here passed to his niece, Sarah Harper, the wife of Philadelphia merchant John Wager, Sr. Remaining in Philadelphia, the Wagers operated the ferry and tavern under leasing arrangements. They and their heirs would dominate the commercial development of the town until 1836.

(continued)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Smith, Merritt Roe. Harpers Ferry Armory and the New Technology: The Challenge of Change. Ithaca, N.Y.: Cornell University Press, 1977.

Snell Charles W. "Historic Resource Study: Business Enterprises and Commercial Development, Lower Town Area, 1803-1861, Harpers Ferry National Historical Park West Virginia." National Park Service, 1973.

(continued)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2,385

UTM REFERENCES SEE CONTINUATION SHEET

	ZONE	EASTING	NORTHING
A			
B			
C			
D			

VERBAL BOUNDARY DESCRIPTION

The National Register boundary encompasses all lands authorized for inclusion in Harpers Ferry National Historical Park by acts of Congress approved June 30, 1944, July 14, 1960, October 24, 1974, and March 5, 1980. Boundary maps are available in the headquarters of the National Capital Region, National Park Service.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
West Virginia	54	Jefferson	037
Maryland	24	Washington	043
Virginia	51	Loudoun	107

11 FORM PREPARED BY

NAME / TITLE Charles W. Snell, Research Historian
Barry Mackintosh, Regional Historian

ORGANIZATION National Park Service

DATE June 1980

STREET & NUMBER 1100 Ohio Drive, S.W.

TELEPHONE 426-6660

CITY OR TOWN Washington

STATE D.C.

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES____ NO____ NONE N/A

NOT A NOMINATION--DOCUMENTATION OF PREVIOUSLY LISTED PROPERTY

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is X National ____State ____Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

GPO 899-214

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Smith, Merritt Roe. Harpers Ferry Armory and the New Technology: The Challenge of Change. Ithaca, N.Y.: Cornell University Press, 1977.

Snell Charles W. "Historic Resource Study: Business Enterprises and Commercial Development, Lower Town Area, 1803-1861, Harpers Ferry National Historical Park, West Virginia." National Park Service, 1973.

(continued)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2,385

UTM NOT VERIFIED
ACREAGE NOT VERIFIED

UTM REFERENCES SEE CONTINUATION SHEET

	ZONE	EASTING	NORTHING
A			
B			
C			
D			

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Maryland	24	Washington	043
Virginia	51	Loudoun	107

11 FORM PREPARED BY

NAME / TITLE: Charles W. Snell, Research Historian
Barry Mackintosh, Regional Historian

ORGANIZATION: National Park Service

DATE: June 1980

STREET & NUMBER: 1100 Ohio Drive, S.W.

TELEPHONE: 426-6660

CITY OR TOWN: Washington

STATE: D.C.

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES___ NO___ NONE N/A

NOT A NOMINATION--DOCUMENTATION OF PREVIOUSLY LISTED PROPERTY

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

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FEDERAL REPRESENTATIVE SIGNATURE J. R. Rolland Jr.

TITLE Asst. Dir., Cultural Resources DATE 7-22-80

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Lorna Mac Donald

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION DATE 5/7/81

ATTEST: Emma Jane Taylor

KEEPER OF THE NATIONAL REGISTER DATE 4-9-81

Regional Coordinator

GPO 899-214

Winchester and Potomac Railroad

The Winchester and Potomac Railroad received a right-of-way along the Shenandoah River through Armory land from the United States in 1835 and was completed from Winchester to Harpers Ferry in March 1836. The right-of-way across Upper and Lower Hall Islands, the Island of Virginius, and Blocks F, E, D, and C, Shenandoah Street, was 30' wide. On reaching a point 34' east of Market Street, in Block B, Shenandoah Street, the right-of-way widened to 50' and so continued until it left the United States land at the eastern side of Block A, Shenandoah Street. From this point, in the Wager Ferry Lot Reservation, to the abutments of the Potomac Bridge, the right-of-way narrowed to 30' again.

The Winchester and Potomac Railroad Depot was located on the south side of the railroad's tracks on its right-of-way through the Old Arsenal Square, Block A, Shenandoah Street. This one-story brick building, measuring approximately 125' by 30', was erected by the company between 1847 and 1859. Turn-arounds for the locomotives and cars of the railroad were located on the Island of Virginius. A wooden trestle, 14' above ground and about 25' wide, extended across Blocks C, D, E, and F, Shenandoah Street, granting the inhabitants of this area access to the rear of their lots. Following the destruction of the original trestle work in the great 1852 flood, the wooden trestle was rebuilt and mounted on fine stone piers. The B & O Railroad trestle and tracks present today follow the same alignment and present the same general appearance despite rebuilding over the years. The depot and turn-arounds are not extant.

Turnpikes

Three turnpikes led from Harpers Ferry to surrounding towns prior to the Civil War:

The Harpers Ferry, Charles Town, and Smithfield Turnpike, organized in 1830, reached Harpers Ferry in 1831 and was macadamized in 1833. The turnpike ran along the north bank of the Shenandoah River past the Upper and Lower Hall Islands and the Island of Virginius and ended at Block F, Shenandoah Street. The present road from the lower town to U.S. Route 340 follows the turnpike alignment. West of Route 340, the turnpike alignment is further perpetuated by the existing road running some 40 yards west of the modern sewage treatment plant,

(continued)

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(Rev 10-74)

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NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET ITEM NUMBER 7 PAGE 3

thence branching northward up a rise to the town of Bolivar. The left branch of this road, also on a historic alignment, continues along the river past the ruins of Strider's Gulf Mill, which dates to the 1790s.* The Harpers Ferry toll house of the turnpike, a one-story frame building, was located on the mainland just east of the bridge that led to the Island of Virginius.

The Frederick and Harpers Ferry Turnpike, organized in 1830, was completed from Frederick, Maryland, to the Maryland abutment of the Wager Potomac bridge by 1832. The existing road along the base of Maryland Heights west of Sandy Hook, outside but adjacent to the Maryland Heights park boundary, presumably follows the alignment of the western end of this turnpike.

The Hillsborough and Harpers Ferry Turnpike, organized in 1851, was completed the following year from the southern end of the Shenandoah Toll Bridge east along the base of Loudoun Heights (where U.S. Route 340 now runs), thence south over the mountains to Hillsborough, Va. The turnpike toll house was in Armory Dwelling No. 9, a stone building adjacent to the south end of the bridge (not extant).

Lower Hall Island

Lower Hall Island, comprising approximately five acres and nine structures prior to the Civil War, was owned by the United States during the Armory period and was one of the three major water-powered industrial sites in Harpers Ferry. The island was approximately 760 feet long from east to west along the north side. The maximum breadth south to the Winchester and Potomac railroad track was about 260 feet. The island originally extended some distance into the river beyond the railroad, but most of this land has been washed away in the 20th century. Some of John Brown's raiders held the island's buildings briefly in 1859. The buildings of this period, which served the Hall Rifle Factory, were as follows:

Building No. 3, the Finishing and Machine Shop, had two brick stories atop stone foundations and measured 35-1/2' by 128'. On each end at the rear of this main structure was a one-story wing measuring 24' by 24'. The door and window frames were cast iron; the water table, cornice, and sills were of cut stone. The gutters and spouting were copper and the roof was sheet iron. Designed by Major John Symington, the building was erected in 1847-48 for about $29,740.

Building No. 1, the Filing Shop, had two brick stories on a stone foundation measuring 74' by 25-1/2'. The roof covering was slate. The shop was designed by Maj. Symington and erected in 1844-45 at a cost of some $5,000.

(continued)

*See page 42.

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NATIONAL PARK SERVICE

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Building No. 6, the Machine Shop, had a stone basement and first story, a brick second story, and a sheet iron roof. On the center rear of the 87-3/4' by 35' shop was a 14' by 36' projection designed for use as an office. Designed by Maj. Symington, the building was erected in 1852-53 at a cost of $19,030.

Building No. 9, the Barrel Drilling and Finishing Shop, had a stone foundation and first story and two brick stories with a sheet iron roof topped by a 70' high bell tower. Measuring 57-1/2' by 49-1/2', this shop connected Buildings No. 6 and 4. Designed by Superintendent Alfred M. Barbour, it was erected in 1859-60 at a cost of $15,820.

Building No. 4, the Tilt Hammer and Forging Shop, had a stone basement and first story, a brick second story, cut stone water table, steps, sills, and coping, cast iron door and window frames, and a slate roof. On the center rear of the 110' by 25-1/2' shop was a 14-1/2' by 35' projection serving as an office. Designed by Maj. Symington, the shop was built in 1849-50 for $22,130.

Building No. 5, the Annealing Furnace and Proof House, was a one-story brick building over a one-story stone foundation measuring 60' by 36'. Two brick partition walls divided it into three separate compartments. It was designed by Maj. Symington and erected in 1851-52 at a cost of $5,000.

Building No. 7, the Coal House, was a one-story building of brick, 25' by 21' and 15' high, with a sheet iron roof, used for the storage of coal and charcoal. Designed by Colonel Benjamin Huger, it was erected in 1853-54 for $650.

Building No. 8, the Stock House, probably had two stories with a slate roof. Exact dimensions are unknown. Erected prior to 1835, it was converted in 1853-54 for the storage of rifle stocks at a cost of $450.

Building No. 2, the Proof House, was a one-story frame building, 19-1/2' by 15', with a back wall of stone masonry 2-1/2' thick, used for the proving of rifle barrels. It was erected by Maj. Symington in 1844-45.

From 1846 to 1860 $31,107 was spent for certain improvements on the Rifle Factory grounds. A single-arch stone bridge approximately 50' long and 15' to 17' wide was built 530' west of the eastern tip of the island to provide access from the mainland. In 1855-57 the entire island was enclosed by a wall totaling about 2,665' in length. Its stone foundation was three feet thick and three feet high, supporting a brick wall 28" thick and eight feet high with a rough stone coping. Above all was a wrought iron paling fence.

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The north bank of the Shenandoah Canal as it passed the Rifle Factory on Lower Hall Island was bounded by a dry-laid stone wall three feet thick and six feet high erected by the Armory.

Lower Hall Island was leveled and graded between 1844 and 1860 and the sluiceways were arched over and run underground. The grounds were planted in grass and numerous trees covered the island. A road crossed the island from the bridge to the Shenandoah River, sinking beneath the Winchester and Potomac Railroad tracks. A dry-laid stone wall with rough coping, 80' long and 28" thick, extended along each side of the sunken portion of the road. A flagstone walk about 550' long ran along the front or northern side of the Rifle Factory shops. In 1852 two cast iron street lamps were installed at the Rifle Factory.

Between April 18 and June 15, 1861, Confederate soldiers removed most of the arms-producing machinery and tools from the Rifle Factory buildings and subsequently burned these structures. In November 1864 the U.S. Military Railroad, then in the process of rebuilding the destroyed Winchester and Potomac line to Stephenson's Depot, Va., constructed a locomotive engine house, a machine and blacksmith shop, and four railroad loading platforms on Lower Hall Island. None of these frame structures survive.

In 1887-88 Savery & Company tore down the still-standing masonry walls of the burned Rifle Factory buildings and reused the material to construct the wood pulp mill at the lower (east) end of Lower Hall Island. The pulp mill was demolished in 1937, but the stone flumes and retaining wall of the mill are still visible. The original foundations of the Rifle Factory buildings and the earlier John H. Hall shops lie to the west of the flume and south of the retaining wall; they have not been excavated.

U.S. Lot 2, Shenandoah Street

Armory Dwelling House No. 5 (Park Bldg. No. 48), a 2-1/2-story stone house 18' by 32-1/2' in plan, was erected on this lot north of Shenandoah Street between 1821 and 1834. It was rented by the family of an armorer prior to the Civil War, at the close of which it was vacant and in fair condition. The exterior was restored to its 1859 appearance in 1968 and the original interior stairway has been reconstructed. It is presently used as a residence.

The Armory Stable, designed by Maj. John Symington, was erected on Block F of this lot south of Shenandoah Street in 1847-48. It was a one-story brick building with cut stone water table and coping and a slate roof. The structure was similar in

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design to Building No. 1, the Engine and Guard House, in the Musket Factory yard. It contained stalls for at least six horses. In 1856 stone walls were erected on two sides of the stable to enlarge the grounds. In July 1865 the stable was in good condition and being used by the Union Army. There are no visible remains.

U.S. Lot 1, Block F, Shenandoah Street

Armory Dwelling No. 4 on this lot, a two-story brick building with wood shingle roof approximately 38' by 21', was erected between 1811 and 1834. In 1859 it was probably rented by two families of Armory workmen. In July 1865 it was in bad condition and vacant. There are no visible remains.

Block E, Shenandoah Street

This block encompassed four residential lots and a school, as follows:

Lot No. 1 was the site of House No. 19, erected by the United States between 1811 and 1834. The house was a two-story brick dwelling with a wood shingle roof and measured approximately 30' by 19'. William H. Martin, an Armory inspector, was its tenant in 1859.

Lot No. 2, leased by the Government to the County School Board prior to the Civil War, was the site of a one-story brick school building of unknown dimensions—the Free School for School District No. 24. Erected in 1855, the school was demolished by Union soldiers during the war.

Lot No. 3 was owned by Michael Doran, a merchant, prior to the Civil War. He may have constructed a new house on the lot between 1852 and 1861, but no definite evidence of it has been found.

Lot No. 4 was the site of House No. 22, erected by the United States between 1811 and 1834. The stone dwelling had 2-1/2 stories and a wood shingle roof. It fronted approximately 18' on Shenandoah Street and was about 22' deep. In 1859 it housed the Nunnamaker family, who were employed at the Armory. A town pump was then located on the lot.

Lot No. 5 was the site of Houses No. 23 and 24, erected by the United States between 1811 and 1834. Each of these 2-1/2-story brick and frame dwellings with

(continued)

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wood shingle roofs fronted on Shenandoah Street about 21' and was 22' deep. In 1859 House No. 23 was rented to John Koonce, a polisher of gun barrels, and House No. 24 was the residence of William Snook, an inspector of gun barrels.

The historic residences in this area were destroyed by floods, particularly that of 1936. Their foundations are in place.

Block D, Shenandoah Street

This block encompassed seven lots, as follows:

Lot No. 1 was the site of House No. 11, erected by the United States between 1811 and 1834. The brick dwelling had 1-1/2 stories and a wood shingle roof and measured 22' by 18'. A second house was erected on the lot between 1852 and 1857 by Master Armorer Armistead M. Ball, who was residing in one of the houses in 1359.

Lot No. 2 was leased by the Catholic Church from the Government prior to the Civil War as the site for a parsonage. The lot was vacant in 1859. (Michael A. Costello, the priest, was then residing at the house of William J. Stephens on Wager Lot No.5.)

Lot No. 3 was leased by the Presbyterian Church from the Government prior to the Civil War as the site for a parsonage. The church then had a visiting pastor from Berryville, and no parsonage was erected. The lot was instead occupied by a frame carriage house with shake roof serving the church, which was directly across the street.

Lot No. 4 was the site of House No. 16, erected by the United States between 1811 and 1834. The brick dwelling had 2-1/2 stories and a slate roof and measured about 39' by 19'. Between 1853 and 1859 Philip Hoffman, the resident, built a 2-1/2-story brick addition measuring approximately 29' by 17'. Two small frame barns or sheds fronted on Hamilton Street at the rear of the lot.

Lot No. 5 was the site of House No. 17, erected by the United States between 1811 and 1834. The brick dwelling had 1-1/2 or two stories and a slate roof and fronted about 21' on Shenandoah Street. It was approximately 42' deep, including a 15' by 15' addition at the rear. In 1859 the house was owned by Joseph Mathews, an armorer, and was probably rented by Thomas B. Moore, a merchant.

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Lot No. 6, owned in 1859 by the heirs of Edward Lucas, Jr., former Paymaster of the Armory, was then vacant.

Lot No. 7 was the site of House No. 52, erected by Philip Coons in 1825-26. The two-story stone dwelling measured 39' by 28'. To the southwest was a small one-story barn or shed. In 1859 the house was the residence of Samuel L. Williams, an Armory watchman, and a portion was rented to James Pagate, a mill agent.

Foundation remains of these structures on Block D are present beneath a parking lot installed by the National Park Service in 1957-58.

Block G, Shenandoah Street

The block was the site of the Armory Lumber Yard until 1852, when a flood destroyed the yard. Thereafter the block was vacant.

U.S. Ferry Lot, Shenandoah Street

The Shenandoah Toll Bridge crossed from the southern extremity of Bridge Street adjacent to the U.S. Ferry Lot. The United States owned the ferry rights across the Shenandoah from 1818 until after the Civil War. A rope ferry crossed the river from 1810 until 1844. In 1843-44 the Shenandoah Bridge Company constructed its toll bridge. In return for not exercising its ferry rights, the United States received free passage of all Armory personnel and property across the bridge. The bridge was composed of two stone abutments, two stone piers, and a wooden superstructure 375' long. The piers were 28' high, 30' long, 10' thick at the base and 6' thick at the top. The arched superstructure had a double wagon track, each being 10' wide and 12' high in the clear. It was weatherboarded and covered with cypress shingles. The original superstructure was destroyed by a hurricane in June 1859 and rebuilt by September, but was not covered at the time of John Brown's raid. Confederate troops burned the bridge on June 28, 1861. There are no evident remains.

The Shenandoah Bridge Toll House, a small 1-1/2-story frame building erected by the Shenandoah Bridge Company in 1844, stood at the northern end of the bridge on the U.S. Ferry Lot. The lot, owned by the United States and leased to the company, was otherwise vacant.

The 19th century buildings on Blocks D and G and the U.S. Ferry Lot were demolished by floods. The flood of 1936 removed what remained at that time.

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Presbyterian Church Lot, Shenandoah Street

This lot was owned by the United States prior to the Civil War and leased to the Presbyterian Church. The church building, with a one-story stone basement and one brick story above, was erected in 1843. It measured 36' by 49' and had a wooden cupola mounted on the roof. During the war the upper floor was used as a guard house and the basement as a stable by the Union Army. The badly damaged structure was repaired after the war, but today only the ruined first story remains.

Block C, Shenandoah Street

This largely residential block included the following lots and structures:

Lot 1, on the corner of Shenandoah and Market streets, contained Houses No. 3 and 4, constructed by William Graham about 1818-20. House No. 4 was a 2-1/2-story stone building with a slate roof designed for use as a store and dwelling. It fronted approximately 43' on Shenandoah Street and went back about 33' along Market Street. The white-painted building contained a dry goods and grocery store in 1850. House No. 3, once known as the Globe Inn, was a 2-1/2-story brick structure with slate roof located to the rear of House No. 4. A two-story covered frame porch extended the length of the 50' Market Street facade. The building was about 20' deep, not including the 9'-wide porch. In 1859 the lot and both houses were owned by the heirs of Edward Lucas, Jr., the late Paymaster of the Armory.

Lot No. 2 was the site of House No. 5, erected by the United States between 1818 and 1834. The two-story brick structure with wood shingle roof fronted approximately 25' on Shenandoah Street and was about 28' deep. It was owned and occupied by Ralph Cleveland, an armorer, in 1859.

Lot No. 3 was the site of House No. 6, erected by the United States between 1811 and 1834. The two-story brick structure with wood shingle roof fronted approximately 24' on Shenandoah Street and was about 17' deep. The house was occupied by the Henry Stripes family, armorers, in 1859.

Lot No. 4 was the site of House No. 8, erected by the United States between 1811 and 1834. The 1-1/2-story brick building with wood shingle roof fronted approximately 24' on Shenandoah Street and was about 32' in depth. In 1859 it was owned by John B. Johnson, an armorer, and was apparently rented as a dwelling by Francis M. Pine, a clerk.

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Lot No. 5 was the site of House No. 9, erected by the United States between 1811 and 1834. The 1-1/2-story brick dwelling with wood shingle roof fronted approximately 20' on Shenandoah Street and was about 32' deep. It was owned and occupied by the George P. Marquett family in 1859.

Lot No. 6A was the site of House No. 10, erected by the United States between 1811 and 1834. The two-story stone dwelling with wood shingle roof fronted approximately 30' on Shenandoah Street and was about 32' in depth. In 1859 it was owned by Andrew J. Wright, an armorer, and was probably rented by Benjamin Hobbs, an armorer.

Lot No. 6B was the site of a two-story brick house built and occupied by Jesse Grimes (or Graham), an armorer, between 1857 and 1859. The house measured approximately 17' by 24'.

Lot No. 7 was the site of House No. 49, erected by the United States between 1811 and 1834. The one-story brick dwelling adjoined the house on Lot No. 8; the two houses together measured approximately 54' by 18'. In 1859 House No. 49 was the residence of Joseph Manuel, blacksmith, and Joseph Davis, blacksmith's apprentice.

Lot No. 8 was the site of House No. 48, erected by the United States between 1811 and 1834. The two-story brick dwelling was owned and occupied by Bernard McCabe, a coal breaker, in 1859.

Lot No. 9 was the site of House No. 47, erected by the United States between 1811 and 1834. The two-story stone dwelling measured approximately 28' by 18'. In 1859 it was owned by the heirs of Francis McCabe and was apparently rented by Daniel Potterfield, a butcher, and Thomas Gallaher, a liquor dealer.

Lot No. 10 was the site of House No. 46, erected by the United States between 1811 and 1834. The two-story stone dwelling measuring 40' by 22' was owned and occupied by Samuel Trail, a carpenter, in 1859.

Lot No. 11, owned by the United States, was under contract of sale to the late Edward Lucas, Jr., in 1859 but not paid for. It was then vacant.

The buildings on Block C were destroyed by flood action. Structural remains are present beneath the parking lot installed by the National Park Service in 1957-58.

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Block B, Shenandoah Street

This block included the following lots and structures:

The Market House, designed by Maj. John Symington and erected in 1846-47 by the Armory, was located south of the Winchester and Potomac Railroad tracks in the southwestern sector of the block. The two-story brick building with slate roof and no cellar measured approximately 66' by 40'. On the south side facing the Shenandoah River were six arched windows over six arched doorways. By 1859 a one-story covered frame porch had probably been added to the west (Market Street) end and across the Shenandoah River front to afford more space and protection for goods. The first floor then served as the public town market where vegetables, meat, poultry, cheese, tallow, eggs, and fish were sold. The second floor was used as the lodge room of the Sons of Temperance, which funded its construction. The property was owned by the United States and leased to the Town of Harpers Ferry. The brick walls of the abandoned structure were felled by the 1936 flood. Foundation remnants are present under the existing parking lot.

Lot No. 2 is the site of Armory Dwelling No. 1 (Park Bldg. No. 36), designed by Superintendent Henry W. Clowe and erected in 1858-59 as quarters for the Master Armorer. The two-story brick house has a slate roof and measures 42'8" by 38'6". A two-story brick wing with slate roof at the rear measures 28'6" by 25'7". A two-story wooden porch runs along the east side of the wing and the exposed rear of the main block. The building, which cost $7,000 to construct, contains 14 rooms. During the periods of Union occupation of Harpers Ferry during the Civil War, Union commanders probably used the house as a headquarters. The building has been restored to its 1859-65 appearance. A wood picket fence enclosed Lot No. 2 and the adjoining Lot No. 1. Park Bldg. No. 36A, located at the southwest corner of Lot No. 2, was a one-story brick privy, 9' by 6' with slate roof, erected previously in connection with Armory Dwelling No. 2. It is not extant.

Lot No. 3 is the site of the two-part Armory Dwelling No. 2 (Park Bldgs. No. 34-35). The earliest part (No. 35), erected in 1812 by Joseph S. Annin, was a 2-1/2-story brick house with cellar and slate roof measuring 33' by 23'. It was the residence of the Master Armorer from 1818 to 1838. The second part (Bldg. 34) was a one-story 22'-by-20' brick kitchen with slate roof erected in 1827 on the southwest corner of the original structure. Armory Dwelling No. 2 was vacant at the time of the John Brown raid and was used soon afterward as a recruiting office by the detachment of regulars sent to guard the Armory. It apparently served as quarters for Union officers during the Civil War. A third story was added to the building

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after 1878, and the structure has been stabilized in this form.

To the rear of this building was a one-story brick smokehouse with slate roof measuring about 16' by 14'. This structure (Park Bldg. 34A) was raised to two stories after 1878 and remains in that form.

On the northwest corner of Lot No. 3 at Shenandoah and Market streets is the former Doran Store (Park Bldg. No. 33). This three-story stone structure built c. 1883 as a store and residence has survived the widespread demolition of post-Civil War buildings in the town because of its function as a flood buffer for the older buildings on Block B. The National Park Service has strengthened it by adding concrete block interior walls. The upper floors have been adapted as quarters for park employees. Park Bldg. No. 32, also dating from the 1880s, attaches to Bldg. 33 at the rear on Market Street and incorporates a stone icehouse connected to the main portion by an archway. The icehouse is on the approximate site of an antebellum frame stable measuring about 20' by 16' which, together with the smokehouse, was ·d by the occupants of Armory Dwelling No. 1 before the Civil War.

Lot No. 5 was the site of House No. 43, erected about 1800. This first quarters of the early paymasters was a two-story brick building measuring approximately 28' by 30' with a two-story frame porch across the north front, a cellar, and a slate roof. A two-story brick wing about 15' by 15' was located in the rear. The house was owned and occupied by George W. Gompf, an armorer, in 1859. It was destroyed by the 1936 flood, and only foundation ruins remain.

U.S. Lot No. 1, Shenandoah Street

This lot on the north side of Shenandoah Street across from Block C is the site of Armory Dwelling No. 3 (Park Bldg. No. 45). It was built by John G. Wilson in 1825-26 as a store and enlarged by Mrs. Ann C. Stephenson as an inn or hotel in 1833-34. The 2-1/2-story stone gable-roofed structure measures 66'3" by 35'9". A two-story frame porch runs the length of the front elevation. During the 1840s and 50s two small shops were located on the first floor and the upper floors were also divided to house two families. In 1859 saddlemaker, tailor, or grocery shops probably occupied the ground floor. During the Civil War the building was a Union Army warehouse, being listed as Ordnance Department Warehouse No. 3 in July 1865 and then needing repair. The U.S. Government sold the property in 1869. Again in Government ownership, the building has been restored to its 1859 appearance and is now used as a National Park Service visitor center.

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St. John's Protestant Episcopal Church (Park Bldg. No. 48A)

The site of this church, at the east end of Camp Hill overlooking Shenandoah Street, was the site of the earlier Harpers Ferry Free Church from 1825 until its destruction by fire in 1845. The U.S. Government, which owned the lot, next leased the site to the congregation of St. John's Protestant Episcopal Church. In 1851-52 this congregation constructed a one-story stone church, 17' high to the eaves, over an elevated basement. The walls of the 37-1/2'-by-60' building were covered with a concrete facing. A small annex at the rear probably contained the altar. The gable roof was covered with wood shingles. There was no belfry. The Union Army used the church as a barracks and hospital during the Civil War, at the end of which only the stone walls and roof remained. The congregation spent $1,200 to rebuild the church in 1882, then sold it and moved to a new location in 1895. (The Government paid the congregation $1,700 for the wartime damage in 1915.) The church building began to deteriorate to ruins at some date after 1907. In 1961 the National Park Service stabilized the open ruin by consolidating the bearing under the walls, reducing them to a safe level, and capping them.

The Island of Virginius

Harpers Ferry's second major industrial center was the Island of Virginius, located against the north bank of the Shenandoah River between Lower Hall Island and the lower town. The island of approximately 13 acres was owned prior to the Civil War by A.H. Herr, a miller born in Pennsylvania. Its industries included an iron foundry, machine shop, cotton mill, flour mill, sawmill, and carriage-making establishment. The island's water power was generally developed in 1823-24. Approximately 207 persons resided on the island in 1860.

Building No. 1, the Iron Foundry, was a one-story stone structure erected over a power canal in 1824 by Townsend Beckham as an oil mill. It was converted to an iron foundry by Hugh Gilleece in 1835.

Building No. 2, the "Island" Flour Mill, was a 3-1/2-story stone structure measuring approximately 96' by 48' erected over another power canal by Luther I. Cox in 1840. It replaced an earlier flour mill erected by Fontaine Beckham in 1824 and destroyed by fire in 1839. James S. Welch and A.H. Herr operated the mill in partnership in 1859. Confederate troops burned it in 1861.

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Building No. 3, the Saw Mill, was a 1-1/2-story frame structure measuring 100' by 36' with an iron water wheel. The mill and the canal or race over which it was erected were constructed by Lewis Wernwag in 1824.

Building No. 4, the Machine Shop, was a three-story stone building measuring 50' by 30' constructed by Lewis Wernwag before 1834. It was operated in 1859 by John Wernwag.

Building No. 5, the Cotton Factory, was a four-story brick building, 68' by 49', with tin roof. Built in 1849, it was apparently destroyed in the 1852 flood leaving only the foundations.

Building No. 6, the Cotton Mill, was a four-story brick building on stone foundations, 104' by 48', with tin roof. It was steam heated and gas lighted. It was erected by the Harpers Ferry & Shenandoah Manufacturing Company in 1847 and was being operated by A.H. Herr in 1859.

Building No. 7, the Blacksmith Shop, was a 1-1/2-story frame building probably dating from 1834.

Building No. 8, a Dwelling House, was a one-story building, probably frame and dating from 1834.

Building No. 9, an Office, was probably a one-story frame office for the sawmill. It is known to have been standing in 1844.

Building No. 10, a Dwelling House, was probably a frame structure of 1-1/2 stories.

Building No. 11, a Carriage House, was a one-story frame structure known to have been standing in 1844.

Building No. 12, a Dwelling House, was a 3-1/2-story frame structure, brick filled, enlarged from a two-story house between 1844 and 1857.

Building No. 13, a Dwelling House, was a 2-1/2-story frame structure, brick filled and rough cast, enlarged from a one-story house between 1844 and 1857.

Building No. 14, a Dwelling House, was a one-story frame structure, brick filled and rough cast, probably standing in 1834.

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Building No. 15, a Dwelling House, was a 2-1/2-story stuccoed stone two-family residence, approximately 48' by 24', erected by Edward Wager and standing in 1834.

Building No. 16, a Dwelling House, was a two-story stuccoed stone one-family residence, approximately 28' by 20', erected by Edward Wager and standing in 1834.

Building No. 17, a Dwelling House, was a two-story brick residence probably standing in 1834.

Building No. 18, a Dwelling House, was a two-story brick house probably standing in 1834.

Building No. 19, a Dwelling House, was a two-story two-family brick residence probably standing in 1834.

Building No. 20, a Dwelling House, was a two-story brick residence probably standing in 1834.

Building No. 21, a Dwelling House, was a two-story brick residence standing in 1848.

Building No. 22, a Dwelling House, was a two-story stone residence, approximately 18' by 48', standing in 1834.

Building No. 23, a Dwelling House, was a small frame structure standing in 1834.

Building No. 24, a Dwelling House, was a 1-1/2-story frame structure standing in 1834.

Building No. 25, a Dwelling House, was probably a 1-1/2-story frame structure standing in 1834.

Building No. 26, the Chopping Mill, was a 1-1/2-story frame building erected by Hugh Gilleece in 1840.

Building No. 27, a Dwelling House, was a two-story residence, probably brick, standing in 1834.

Building No. 28, a Carriage House, was a one-story building, probably a frame carriage house, standing in 1834.

Building No. 29, a Dwelling House, was a two-story residence, probably brick, erected between 1848 and 1857.

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Building No. 30, a one-story frame structure, was probably a barn or storage shed.

Building No. 31, erected between 1848 and 1857, was a one-story frame building, probably a carriage house.

Building No. 32 was a two-story brick dwelling house, approximately 32' by 15', erected between 1848 and 1857.

Building No. 33 was a two-story brick dwelling house erected between 1846 and 1857.

Building No. 34 was a two-story brick dwelling house erected between 1848 and 1857.

Building No. 35 was a two-story brick dwelling house erected between 1848 and 1857.

Building No. 36 was a two-story brick dwelling house, approximately 44' by 24' by 13', erected between 1848 and 1857.

Building No. 37 was a one-story frame building, probably a dwelling, erected between 1848 and 1857.

Building No. 38 was probably the schoolhouse for Free School District No. 22, which included the Island of Virginius and Hall's and Throp's Islands. The 1-1/2-story frame building with ginderbread trim, built between 1848 and 1857, was used as a Federal hospital during the Civil War and was heavily damaged by 1865.

Building No. 39 was a brick carriage making shop built in 1857 for the carriage business of John and George Rohr. Its exact location is unknown.

The stone and timber dam across the Shenandoah and the stone river walls and lock gates, with the inner and outer basins thus formed, were constructed by the Harpers Ferry and Shenandoah Manufacturing Company in 1850. A wooden bridge approximately 75' long, with two stone abutments and one stone pier, crossed the Shenandoah Canal from the mainland to the Island of Virginius. It was reconstructed in 1974.

Prior to the Civil War the island was generally clear of trees, with only a few retained to shade the dwelling houses (see Photograph HF-490, 1857). Most dwellings had small yards with vegetable gardens enclosed by wood paling fences.

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In November 1864, when the U.S. Military Railroad Corps rebuilt the destroyed Winchester and Potomac Railroad from Harpers Ferry to Stephenson's Depot, it constructed a 60'-by-20' frame mess house and a 44'-by-20' frame storehouse on Virginius.

The great flood of 1870 destroyed the iron foundry (Bldg. No. 1), Herr's old flour mill (Bldg. No. 2), the sawmill (Bldg. No. 3), the machine shop (Bldg. No. 4), the carriage making shop (Bldg. No. 39), and seven dwelling houses. The old cotton mill (Bldg. No. 6) was remodeled into a modern flour mill in 1867-69; this was badly damaged in the 1889 flood and ceased production. Herr's dam was destroyed by the flood of 1893, and the abandoned mill building was partially demolished in the 1920s. Its remaining walls and the last surviving residences on Virginius were finally destroyed by the great flood of 1936.

There are no extant standing structures on Virginius, but the foundation ruins of the major industrial structures are still largely visible and those of the lesser commercial and residential structures are probably present underground. Archeological investigations have revealed many remains, including tools, and a second or south canal branching from the canal feeding the sawmill.

Armory Dwellings on South Bank of Shenandoah

Armory Dwelling No. 9, a two-story stone house built between 1818 and 1830, was located on the Loudoun bank of the Shenandoah River near the Shenandoah Bridge. During the 1850s it was rented by the Hillsborough and Harpers Ferry Turnpike Company as a toll house. It was in fair condition and vacant at the end of the Civil War. There are no visible remains.

Armory Dwelling No. 10, a one-story stone house erected in 1810, was located just east of Armory Dwelling No. 9. Before the Civil War it was rented to an armorer. In 1865 it was in good condition and occupied free of rent by a Mrs. Stipes. There are no visible remains.

Old Arsenal Square, Block A, Shenandoah Street

The Old Arsenal Square, Block A, Shenandoah Street, fronted 207'10" on Shenandoah Street. Its east edge ran from that street along the Wager Ferry Lot Reservation 184' to the Winchester and Potomac Railroad. The west boundary ran from Shenandoah Street 146' to the railroad. The south side bordered the railroad along its length of 247'.

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Building No. 1, the Superintendent's Old Office, stood in the northeast corner of Old Arsenal Square. The one-story brick structure with slate roof, 28' by 21', was erected prior to 1832 as a dwelling house. It was converted to an office for the Armory superintendent in 1832 and served this function until 1848. In 1859 the building was being used by the Town of Harpers Ferry, under lease from the United States, as a town hall with offices for the mayor and town council. At the end of the Civil War it was in good condition and serving as a U.S. post office. Only portions of the foundations now remain.

Building No. 2, the Small Arsenal, stood in the northwest corner of the square. Erected in 1806-07, it was a two-story brick building measuring 68' by 36' with cellar, two-foot-thick walls, floors supported by stone columns, a slate roof, and no chimneys. It was used for the storage of arms. Federal troops burned the building on the night of April 18, 1861, to keep its 15,000 stands of arms out of Confederate hands. Only the ruined brick walls stood in 1865, and only portions of the foundations now remain.

Building No. 3, the Large Arsenal, stood in the center of the square. Erected in 1799-1800, it was a two-story brick building measuring 125' by 32' with arched windows, no cellar, and no chimneys. It was used for the storage of arms, but because of its poor condition by 1859, only miscellaneous supplies were stored on the second floor. The first floor served to quarter the U.S. troops sent to guard the Armory as a result of the John Brown raid. Federal troops burned the building on the night of April 18, 1861, to deny it to the Confederates. After reroofing, the first floor was used by the Union Army in 1864-65 as a bakery supplying Sheridan's forces. Only portions of the foundations are now extant.

A high stone wall erected in 1825-26 ran along the east side of the square. A gate in this wall originally opened to Potomac Street through Lot No. 3 of the Wager Ferry Lot Reservation, but by 1844 a building stood on this lot and access inside the square was through the musket barrel fence erected along the north side in 1835. A high stone wall erected in 1856-57 separated the square from the Winchester and Potomac Railroad to the south, and a good paling fence ran from the rear of the Small Arsenal to the railroad along the west side of the square. In 1859 a new fence of brick piers and iron palings was constructed along the north or Shenandoah Street side. The grounds within were planted in grass and included six or seven shade trees. Underground pipes conveyed water from the U.S. Potomac Canal, in the Musket Factory yard, to Arsenal Square for fire protection.

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In 1864-65 the U.S. Military Railroad Corps erected three one-story frame structures in Old Arsenal Square near the Superintendent's Old Office. These were a mess house, 62' by 21', with a 26' by 13' wing; a building 16' by 16', and a building 18' by 16'.

In 1869 Block A was subdivided and sold to various citizens who pulled down the ruined walls of the arsenal buildings. By 1890 five brick and frame structures of up to three stories had been erected on the block, containing shops on the ground floors and living quarters above. In 1957-58 these structures, then ruined and abandoned, were demolished in the National Park Service's program of removing post-Civil War additions. Thereafter archeologists located foundations of the two arsenal buildings, the Old Superintendent's Office, and fences together with remains of destroyed muskets in the Small Arsenal basement.

The Musket Factory Fire Engine House, popularly known as "John Brown's Fort" (Musket Factory Bldg, No. 1, Park Bldg. No. 63), was moved to the east side of Arsenal Square in 1968. It is a one-story brick building, 35-1/2' by 24', with slate roof, copper gutters and downspouts, and a wooden cupola for a fire bell. Designed by Maj. John Symington, Armory Superintendent, it was first erected across Shenandoah Street in the Musket Factory yard in 1847-48. It contained one room for two fire engines and a guard room for the night watchmen. John Brown seized and held this building during his raid of October 16-18, 1859. In 1865 the building was in good condition and used as a Union gunpowder magazine. In 1892 it was dismantled and reassembled for exhibit as "John Brown's Fort" at the Columbian Exhibition in Chicago. In 1895 it was returned to Harpers Ferry where, because its original site was unavailable, it was reassembled on Alexander Murphy's farm overlooking the Shenandoah River near Boliver Heights. It remained there as a museum until 1910, when the trustees of Storer College acquired it and moved it to the campus on Camp Hill. It continued as a museum on that site until 1960, when the college closed and its property was acquired by the National Park Service. By now somewhat diminished in integrity, the structure arrived at its present location in 1968, was restored in 1976-77, and awaits ultimate return to its original site when that land is publicly acquired and regraded.

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The Musket Factory, U.S. Armory

The Musket Factory of the U.S. Armory was located along the south bank of the Potomac River above its confluence with the Shenandoah. It originally comprised some 20 buildings, of which only the following occupied land now included within the authorized boundaries of Harpers Ferry National Historical Park.

The Lumber House and Coal Bin (Historical Base Map Bldg. No. 10), at the west end of the Musket Factory yard, was designed by Maj. John Symington and erected c. 1848. The two-story building measuring 55'8" by 78' had a stone first story, a brick second story, and a slate roof. The first floor was used for coal storage and the second floor served for the storage of lumber. The second floor windows had wooden frames and blinds for air circulation. Confederate soldiers burned the structure on June 14, 1861, and the ruined walls were leveled after 1884. Subsurface foundation remains may be present.

The Warehouse (Bldg. No. 12) was designed by Maj. Henry K. Craig and erected in 44-45 at the eastern end of the Musket Factory yard. The two-story brick building had stone foundations, a flagstone floor, and a slate roof and measured 93'6" by 30'10". It was used for the storage of iron, steel, and other supplies. Confederate troops burned the building on June 14, 1861. After reroofing its walls in 1864, the Union Quartermaster and Commissary Departments used it as a warehouse through the rest of the war. The ruined walls were leveled between 1884 and 1886, but the stone foundations are still visible.

The Smith and Forging Shop (Bldg. No. 13), designed by Maj. John Symington, was a three-part building with overall dimensions of 280' by 35-1/2'. The forging shop, the west wing, and the center offices were built in 1845-46; the smith shop, the east wing, was added in 1847-48 next to the warehouse described above. The shops were brick on stone foundations with brick and flagstone floors, cast iron door and window frames, and sheet iron roofs. The one-story forging shop measured 122' by 35-1/2', the one-story smith shop measured 121' by 35-1/2', and the two-story center measured 46' by 37'. In the middle of the back (riverside) wall of the center building was the main chimney stack, 90' high, 10 feet square at the base, and six feet square at the top. The stack was built upon a massive stone arch thrown across a tail race from the canal in the factory yard. In 1852 ventilators were installed along the lengths of the roofs of the wings. Confederate troops burned the building on June 14, 1861. The brick walls were reroofed so that the building could serve as a warehouse for the Quartermaster and Commissary Departments of the Union Army during 1864-65. The walls were leveled between 1889 and

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1896, but the stone foundations of about three-quarters of the building are still visible. The remainder of the site is outside the authorized park boundary and is now occupied by the Baltimore and Ohio Railroad Station at Harpers Ferry.

The Rolling Mill (Bldg. No. 18), designed by Maj. John Symington, was erected by Col Benjamin Huger and Maj. William H. Bell in 1852-55 over an outlet of the power canal at the west end of the Musket Factory yard. The 146'-by-45' one-story brick building was 16-1/2' high on stone foundations and had a flagstone floor, water wheels, cast iron door and window frames, and a slate roof. There were two stacks 45' and 40' high. The Confederates burned the structure on June 14, 1861, but most of the machinery was left intact. The building was reroofed and used as a pulp mill by the Savery Company after 1889. About three-fourths of the original length of the structure still stands, and it has most recently functioned as an electric power generating station.

In 1840-43 the Baltimore and Ohio Railroad Company erected a massive stone wall along the Potomac River bank side of the Musket Factory yard. It was 1380' long, 15' high above the low water level, and 4-1/2' thick. It contained eight culvert for the tail races from the Armory workshops. The wall was built 20' out from a similar river wall built by the Armory in 1837-39, which had also been constructed some 20' out from the previously existing shoreline and filled in behind. Portions of the second wall are still present. The railroad originally ran on an iron trestle above and behind this wall; it was moved inland to its present alignment in 1892-93.

The Potomac Canal of the U.S. Armory carried water from the Armory's Potomac Dam inland parallel to the south bank of the river to supply power to the Musket Factory shops. It was reconstructed and enlarged between 1830 and 1837, and between 1854 and 1860 both sides from above the Rolling Mill down through the factory yard were lined with cut stone walls six feet high and 4-1/2' thick. The lower portion of the canal from the Rolling Mill east was filled in and covered with a railroad siding along much of its course in 1892-92. The upper portion from the dam to the Rolling Mill, a distance of about a mile, is intact and has functioned to power the electrical generators in the former mill. It is walled with dry-laid stone.

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B & O Potomac River Bridge

Designed by Benjamin H. Latrobe, this bridge was constructed by the Baltimore and Ohio Railroad Company in 1835-37. Its two stone masonry abutments and six piers were erected by Charles Wilson; the wooden superstructure was built by Lewis Wernwag. In 1841-42 a curved span or Y was added at the western end of the bridge to carry the main line of the B & O up along the Potomac's south bank. In 1851 the original wooden straight leg of the Y, known as the Winchester Span for its alignment with the Winchester and Potomac Railroad through Harpers Ferry to Winchester, was replaced with an iron truss span designed and erected by Wendel Bollman. The bridge then consisted of two stone abutments, six stone piers, seven wooden spans, and one iron span. From east to west, the spans measured 122.6', 76', 128.9', 127', 126.6', 126.6', 130.6' (curved span), and 124' (iron span). All the wooden spans were covered with weatherboarded sides and tin roofing. Confederate troops demolished the superstructure on June 14, 1861. The stone abutments and piers are still present.

Wager Ferry Lot Reservation

The Wager Ferry Lot Reservation, privately owned by the Wager family, covered the strategic "Point" east of Old Arsenal Square and south of the Musket Factory property at the confluence of the Potomac and Shenandoah rivers. It was built up with commercial structures prior to the Civil War. The area north of Potomac Street and the old Winchester and Potomac right-of-way remains in private ownership. The portion of the reservation now within the park boundary contained the following structures:

The Gault House Saloon was located between the Winchester and Potomac Railroad tracks and the Shenandoah River opposite the end of Potomac Street. It consisted of two frame two-story houses constructed by John A. Gibson between 1841 and 1843. Each house fronted some 30' on the railroad and had its rear wall resting on the river wall about 20' back. A central chimney served both houses. In 1859 the property was owned by the estate of Gerard B. Wager, was leased to Carey Thompson, and was operated by George W. Chambers. The tavern was involved in the John Brown raid that October, as some of the Virginia militia did their best fighting and drinking from this building. The structure was burned by Federal troops on February 7, 1862, and there are no visible remains.

Wager Lot No. 2, on the southwest side of Potomac Street just north of the railroad tracks, contained a three-story brick building constructed by Gerard B. Wager between 1837 and 1848. In 1859 the first floor contained the jewelry store of L. Wagner and the upper two floors were residential. The structure was burned

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by Federal troops on February 7, 1862, and there are no visible remains.

Wager Lot No. 3, vacant in 1836, contained a 1-1/2-story frame house erected between that date and 1844. In 1859 the property was owned by the estate of Gerard B. Wager and occupied by Joseph E. Brady, who operated a barber shop there. The building was burned by Union soldiers on February 7, 1862, and there are no visible remains.

Wager Lot No. 4 contained a stone building erected before 1830 that fronted on Potomac Street approximately 55' and was about 20' deep. Owned by the estate of Gerard B. Wager in 1859, the building then had its first floor rented by Solomon V. Yantis for his "Sign of the Indian Girl" tobacco shop and its second floor used for living quarters. Federal soldiers burned the building on February 7, 1862, and there are no visible remains.

Wager Lot No. 5, on the corner of Potomac and Shenandoah streets, contained a large 3-1/2-story brick building erected by Samuel Gibson in 1834. The structure fronted approximately 60' on Potomac Street and extended about 20' on Shenandoah Street. Owned in 1859 by W. J. Stephens, the building then contained his clothing store and the hat, cap, boot, and shoe store of Moore and Boteler. Stephens resided on the upper floors. Union troops burned the building on February 7, 1862, and there are no visible remains.

Subsurface remains of the foregoing Wager Ferry Lot structures are probably present.

Wager Six Acre Reservation Business District--North Side Shenandoah Street

The Wager Six Acre Reservation, privately owned by the Wager family, covered a major portion of the lower town of Harpers Ferry north of Shenandoah Street and west of Potomac Street. Ten commercial buildings in this tract fronted Shenandoah Street between Potomac and High streets and west of High Street by the time of the Civil War. An inventory of these and annexed structures follows, from Potomac Street westward.

Wager Lot No. 14 contained a 3-1/2-story brick building with cellar and slate roof erected by Michael Foley in 1837-38 (Park Bldg. No. 9). It fronted 29-1/4' on Shenandoah Street and was 40' deep along Potomac Street. The first floor contained a store and the upper floors were used for living quarters. In 1841-42 John O'Hara erected a 2-1/2-story brick annex at the rear (Park Bldg. No. 8). Measuring 16' wide by 29' long, this addition had a roof with two dormers pitching steeply to the west and a two-story frame porch on the west. It probably contained

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a kitchen and pantry and bedrooms on the upper floors. The house was probably occupied in 1859 as the dry goods store and residence of John G. Ridenour. The National Park Service reconstructed Buildings 9 and 8 to their antebellum exterior appearance in 1978-79. A store front of cast iron, wood, and stamped sheet metal added to the first floor of Building 9 shortly before 1896 was removed to reconstruct the original store front.

Wager Lot No. 15, Subdivision No. 3, contained two adjoining brick buildings erected by Philip Coons in 1846-47. That fronting Shenandoah Street (Park Bldg. No. 10) had 2-1/2 stories, a cellar, and a slate roof. It fronted 28'2" on Shenandoah Street and was 40'10" deep. A large covered two-story frame porch and two dormer windows faced the street, and a large glass skylight was on the opposite (north) side of the roof. In 1859 the first floor was occupied by Nisan Frank's ready-made clothing store. Attached at the rear was a two-story structure, 25' wide and 36-1/2' deep, with a slate roof and no cellar (Park Bldg. No. 10A). The west wall contained two chimneys each serving two fireplaces. The first floor was probably used as a warehouse or counting room in connection with the store in the main building. The second floor probably contained a kitchen, pantry, and extra space for the dwelling portion of the main building. In 1859 the upper floors of both buildings were occupied as a boardinghouse operated by Fanny J. Butter. After the Civil War a third story and attic were added to the main building, its front porch was removed, and its first floor store windows were enlarged. In 1978-79 the National Park Service reconstructed the exteriors of the buildings to their antebellum appearance.

Wager Lot No. 15, Subdivision No. 2, contained a 3-1/2-story brick building with cellar and slate roof erected by William Anderson and Ann C. Stephenson in 1838-39. It fronted 32' on Shenandoah Street and was 40'10" deep. An iron balcony ran along the street front at the second floor level of this structure (Park Bldg. No. 11). A two-story brick wing, 19'5" by 32'11" with slate roof, was added to the rear by William Anderson between 1840 and 1845 (Park Bldg. No. 11A). The first floor of the main building contained a store, with a small kitchen and cold storage room in the addition. The upper floors of the main building included nine rooms, six with fireplaces, and a pantry. The second floor of the wing contained a kitchen and pantry designed for use in conjunction with the dwelling portion of the main building. The buildings were occupied as the dry goods store and residence of Charles Johnson in 1859. The upper floors of the main building were damaged during the Civil War, after which Daniel Ames, the new owner, added a full story in place of the original half floor. Around the turn of the century a new storefront with large windows was added and the interior was converted to lodging rooms and apartments. In 1971 the National Park Service removed the fourth floor, and in 1978-79 it completed exterior restoration of the building to its antebellum configuration.

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Wager Lot No. 15, Subdivision No. 1, contained a 3-1/2-story brick building with cellar and slate roof erected by William Anderson and Ann C. Stephenson in 1838-39 (Park Bldg. No. 12). It fronted 28' on Shenandoah Street, having an iron balcony at the second floor level, and extended back 40'10" along High Street. The first floor contained a store; the living quarters above probably contained nine rooms, six with fireplaces, and a pantry. Between 1840 and 1845 Ann Stephenson added a two-story brick wing with cellar fronting on High Street at the rear (Park Bldg. No. 12A). The addition ran 28'8" on High Street and extended back 23'7". The first floor may have originally contained a small shop and the second floor a kitchen and pantry. In 1859 the main building was occupied as the dry goods store and residence of George W. Taylor; Ann Stephenson then resided in the wing or part of the main building. Around the turn of the century large store display windows and a corner door were added to the first story of the main building. In 1978-79 the National Park Service reversed these modifications in restoring the building exteriors to their antebellum appearance.

Wager Lot No. 51, on the northwest corner of Shenandoah and High streets, contained a 2-1/2-story brick building with cellar and slate roof erected by William and Samuel B. Anderson in 1832. The building fronted 43' on Shenandoah Street and was 35' deep along High Street. A two-story brick annex about 14' by 12' was added to the rear between 1840 and 1845. The first floor of the main building contained a large store and the upper floors included nine rooms, four with fireplaces. The annex contained a kitchen and meat house. In 1859 the property was owned by Noah H. Swayne and occupied as the dry goods store and residence of Fayette J. Conrad. In 1894 the building contained a grocery store. It was demolished c. 1921 for the construction of a gasoline station on the lot. The station was removed prior to 1954, and the lot remains vacant.

Wager Lot No. 50 contains a 2-1/2-story stone building with no cellar and a wood shingle roof constructed in 1844 (Park Bldg. No. 38). It fronts 41'9" on Shenandoah Street and is 30' deep. A two-story frame porch extends across the rear. A four-foot-wide alley in the center of the first floor led through the building to the rear.* The divided first floor contained two shops, and the upper floors had two sets of living quarters with six rooms each. In 1859 the west half was occupied as the butcher and grocery store and residence of Michael Tearney. The living quarters over the other shop were then occupied by Bernhard Hirsh, who operated a store on Wager Lot No. 49. A small two-story stone structure about 14' by 16' was erected in the rear between 1844 and 1861 (Park Bldg. No. 39). It may have served as a warehouse for the stores or as a kitchen and smoke house for the residences in the main building. It now houses electrical transformers. The exteriors of both buildings are little altered.

*Now blocked on facade by window with stone infill below.

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Recent archeological investigations on Wager Lot No. 50 have revealed the foundations of an 18th century structure, possible a stable, within Park Bldg. 38. These early remains are currently exposed for interpretation to the public.

Wager Lot No. 49 contained a two-story stone building erected by Daniel A. Weed in 1814 (Park Bldg. No. 40). The building, which fronted 32'8" on Shenandoah Street and was 34'4" deep, had a cellar, a wood-shingled gable roof, and a large two-story frame porch extending out over the sidewalk. The first floor contained a large store and the second floor three rooms used as living quarters. In 1859 Philip Frankel & Company's Ready-Made Clothing Store occupied the first floor while William Richards, owner of the property, lived above. During the Civil War the building was burned out and its gable roof and front porch were destroyed. After the war it was rebuilt with brick second and third stories and a flat roof. Around 1900 larger display windows were installed on the ground floor. The building currently exists in its modified form.

Wager Lot No. 48 originally contained a two-story stone building with wood-shingled gable roof probably erected by John Wager, Jr., between 1803 and 1813. It fronted about 37' on Shenandoah Street and was 17' deep. The first floor contained one store and the second floor contained living quarters. Between 1835 and 1861 a two-story addition approximately 12' square was constructed on the east end of the building, extending it across the entire front of the lot. In 1859 the building probably contained David Whip's tailor shop or John Legg's shoemaker shop. Between 1865 and 1894 the building was demolished. In 1898-99 much rock was blasted from the high cliff at the rear of the lot to provide space for the erection of a large three-story stone department store (Park Bldg. No. 41). This and another later structure (Park Bldg. No. 42) were demolished by the National Park Service in 1957. Removal of the department store revealed the still-present ghosts of the c. 1813 building on the side walls of flanking Park Bldgs. 40 and 43. The lot remains vacant.

Wager Lot No. 47 contains a 3-1/2-story stone building constructed by Nicholas Marmion and Martin Graco in 1845. Fronting 40' on Shenandoah Street and measuring 31'4" deep, the building has no cellar, a large three-story covered frame porch across its facade, and a slate gabled roof with four front dormers. It was originally divided by a central brick wall running on the lot subdivision line; each half contained a store on the ground floor and living quarters above. In 1859 Nicholas Marmion owned the west half, the heirs of Frances McCabe owned the east half, and James McGraw operated a grocery and liquor store and a fish market in the first floor stores. A 2-1/2-story stone annex behind the west half probably

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contained kitchens and pantrys for the main building. A fire gutted the east half of the building in 1949, by which date the front porch had disappeared. The interior brick party wall collapsed following severe weather in 1960, which so damaged the front wall that it had to be taken down and rebuilt. In 1973 new doors, sash, and frames of antebellum design were installed, and in 1975-76 the front porch was reconstructed, largely restoring the exterior to its antebellum appearance. The interior is wholly undivided. (Park Bldg. No. 43)

Wager Lot No. 46 contains what was originally a two-story stone house fronting 38' on Shenandoah Street and measuring 32' deep (Park Bldg. No. 44), erected by Philip Coons in 1845-46. There was no cellar; the first floor was divided by a brick partition into two stores; the second floor contained five rooms and was designed for use as a dwelling. In 1845-46 a stone third floor and a slate roof were added by the Masonic Order of Harpers Ferry. A wooden exterior stair at the west end provided access to the third floor, which contained a large meeting room and a smaller room. In 1859 one of the stores (probably that on the west) and the second floor quarters were occupied by John N. Stonebraker as his bakery and residence. The other shop, vacant that October, had previously been occupied by William Newton's grocery and butcher shop. The third floor housed the Masonic Hall of Charity Lodge No. 111. William Richards, owner and resident of Wager Lot 49, then owned the property. The National Park Service has restored the exterior of the building to its 1859-65 appearance while adapting the interior to contemporary uses.

Wager Lot No. 46 occupies the southwest corner of the Wager Six Acre Reservation. Adjoining it on the west is U.S. Lot No. 1, Shenandoah Street, containing Park Bldg. No. 45 (see page 12 above).

Wager Six Acre Reservation--High and Potomac Streets

The following inventory proceeds north on the west side of Potomac Street to Swayne Street; thence south on the east side of High Street; thence north on the west side of High Street to Marmion Way. Included are those park properties on Potomac and High streets north (or northwest) of those discussed above in connection with Shenandoah Street.

Wager Lot No. 15, Subdivisions No. 2 and 4, originally contained a one-story stone building measuring 24' by 40' with cellar and slate roof, erected by William Anderson in 1838-39, Between 1847 and 1852 Frederick A. Roeder added a second stone story. In 1856 the front part of the building was removed for the widening of Potomac Street, reducing its depth to 20'. The street facade was rebuilt with brick for the second story and gable end. The first floor was a tavern called "White Hall" for most of the years from 1848 to 1953. In 1859 John Fitzpatrick,

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a stonecutter, probably occupied the residential quarters on the second floor. In 1861-62 the structure (now Park Bldg. No. 7) was used by the Union Army as a stable.

The eastern part of Wager Lot No. 16 facing Potomac Street contains a two-story building constructed by Frederick A. Roeder in 1856-57 (Park Bldg. No. 5) to replace the space lost when his building next door (Park Bldg. No. 7) was shortened. In dimensions and materials, the structure was a near-twin of its truncated neighbor. It had no cellar, however, and by 1861 a two-story brick wing with a slate-covered shed roof, 12'7" by 13', was added to its rear. The building was variously used as a tavern, store, and warehouse, and was also occupied by the Union Army as a stable in 1861-62. Bldgs. 5 and 7 stand today in essentially their Civil War configurations.

The western part of Wager Lot No. 16 facing High Street contains what was originally a two-story stone structure, fronting 22' on High Street and measuring about 17-1/2' deep, built by Frederick A. Roeder in 1844 (Park Bldg. No. 16). Because of the sloping terrain, the first story was above ground at the rear but below grade on High Street, so that an areaway on that elevation provided direct access to the second floor. In 1848-49 Roeder extended the building with a stone addition about 13' to the north (or northwest), bringing the structure to its present plan dimensions of about 35' by 17-1/2'. The rubble stone walls were pargeted. In 1856-57 a brick story-and-a-half was built atop the existing stone walls. An ornamental cast iron balcony was installed across the High Street facade at the juncture of the stone and brick, and a covered two-story frame porch extended across the rear. Before 1859 a two-story brick structure, about 14' by 11', was erected at the outer edge of the rear porch on the south side of the lot (Park Bldg. No. 16A). The main building was the residence and probably the shop of Roeder, a confectioner, from 1845 to 1861. It housed troops during the Civil War and continued in residential use until 1953. Its exterior has been largely restored to its Civil War appearance.

The western part of Wager Lot No. 15, Subdivision 4, facing High Street contains a 2-1/2-story stone structure erected by William Anderson in 1838-39 (Park Bldg. No. 15). The building fronts 24' on High Street and measures 40'8" deep. The full basement beneath is wholly above grade at the rear. Projecting from the east end of the south elevation is a 1-1/2-story stone wing, which is the remaining two-thirds of an earlier structure on the site possibly dating from 1803. Construction of the 1838-39 building caused destruction of the western third of this structure and conversion of the remainder to a kitchen wing of the new building, measuring about 15' square. A frame second story and attic was added to the wing probably in the decade after the Civil War. Between 1894 and 1907 a two-story covered

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frame porch and enclosed stairway was built along the south elevation abutting the raised kitchen wing. At approximately the same time a storefront with larger display windows and a covered one-story porch were added to the High Street facade. For most of the period 1839-1952 the building contained a small shop in the first floor room on High Street and dwelling rooms rented to one or more families. The National Park Service has removed the frame porches and addition atop the kitchen wing while retaining the turn-of-the-century storefront. (The building is commonly known as the Susan Downey House for its ownership by Mrs. Downey and her heir from 1846 to 1868.)

The northwestern corner of Wager Lot No. 15, Subdivision 1, contained a one-story frame building on a low brick foundation erected by Alfred Burton in 1857. The one-room building, occupied by Burton's jewelry store, fronted 11'10" on High Street and was 20'5" deep. The National Park Service disassembled and stored the facade and side elements of the little-altered structure in 1956 to preserve it while restoration work proceeded on neighboring buildings. Its ultimate reassembly is planned. (Park Bldg. No. 14)

To the right of Burton's store on the same lot subdivision was another one-story frame shop probably erected in 1850 by Ann C. Stephenson. It fronted 21' on High Street and was about 15' deep. In 1859 it contained either a shoemaker's shop or a small grocery store. Between 1886 and 1890 it was completely rebuilt. In 1956 the National Park Service demolished the rebuilt structure (Park Bldg. No. 13). Foundation remains are present onsite.

Wager Lot No. 52, on the west side of High Street one lot up from the corner of Shenandoah Street, contains a two-story stone building probably constructed by John Wager, Jr., between 1803 and 1813 (Park Bldg. No. 37). The building originally had a wood-shingled gable roof , fronted 29'4" on High Street, and was about 18' deep. The first floor contained one store and the second floor contained living quarters. By 1844 a small frame 1-1/2-story kitchen, approximately 22' by 15', projected from the north part of the rear elevation at its second floor level, as the building backed against a hill. In 1859 the building was occupied by John T. Rieley as his boot and shoe making shop and residence. About 1900 the front wall was advanced about eight or nine feet to the edge of the sidewalk. The gable roof was then replaced by a flat roof pitched slightly rearward behind a straight bracketed cornice across the top of the facade. The new front wall contained larger store display windows, and the first floor was lowered about four feet to match the level of the sidewalk. The kitchen wing was removed. The building remains as modified.

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Wager Lot No. 53B, on the north side of the stone steps across from Lot 52, contained a one-story frame house erected by William Moore between 1845 and 1848. It fronted about 19' on High Street and measured about 18' deep. The building was demolished prior to 1954, and the lot is now vacant.

Wager Lot No. 53A originally contained a 3-1/2-story stone building erected by Samuel M. Williams about 1849. The structure fronted about 28' on High Street and was about 20' deep, with an areaway about nine feet wide between the rear wall and the cliff behind. The exterior walls of the first two stories were pargeted. The building was demolished prior to 1900. Adjoining Wager Lot No. 54B originally contained a 3-1/2-story brick building erected by Michael Doran in 1849. This building fronted about 20' on High Street and was about 21' deep, with a one-story porch at the rear. It was demolished between 1894 and 1900. Between these dates the existing three-story brick building on Lots 53A and 54B was constructed. It fronts 41' on High Street and abuts the cliff at the rear of the lot some 33' back. The facade has two storefronts, segmental-arched windows above, and a brick dentil cornice at the edge of a nearly flat roof. The third floor opens to a terrace on the cliff at the rear. The first floor is currently used for storage and the upper floors for living quarters. (Park Bldg. No. 3)

Wager Lot No. 54A originally contained a 3-1/2-story brick building with gable roof erected by George W. Cutshaw in 1839. The building fronted approximately 21' on High Street and was about 20' deep. The first floor contained Cutshaw's tailor shop and the upper floors his living quarters. By 1893 this structure had been demolished and replaced by a two-story frame building that fronted 19' on High Street and was 23' deep. The National Park Service demolished this Park Bldg. No. 2 in 1956. Only the ruins of fireplaces in the rear wall of the first house, built up against the face of the cliff, are now visible on the lot.

Wager Lot No. 55A contained a three-story brick building erected by John A. Gibson in 1848. The structure fronted 22' on High Street and was about 28' deep. Until 1856 it was an oyster house and tavern known as the Green House. In 1859 it was apparently rented as a dwelling by William Small, a carpenter, and James Wigginton, a laborer. It was demolished in the 1930s, and the lot remains vacant.

Wager Lot No. 55B contained a three-story stone building probably erected by the Wager family prior to 1835. The structure fronted about 32' on High Street and was about 22' deep. It was in ruins in the 1920s and was demolished prior to 1954.

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Wager Lot No. 56A originally contained a 3-1/2-story brick building with gable roof erected by Abraham Fleming in 1841. The structure was about 20' square in plan. The first floor contained two shop rooms and the upper floors were residential. In 1859 the building was probably the saddle and harness making shop and home of John Whip. A two-story brick wing with gable roof about 10' wide and 20' deep extended from the north side of the main building. The entire structure was demolished between 1886 and 1894 and was replaced by a long two-story frame building containing a stove store. The latter structure disappeared in the 1930s, and only traces of fireplaces in the rear wall of the original building, set against the cliff, are now visible.

Wager Lot No. 56B contained a 2-1/2-story brick building with gable roof probably erected by Gerard B. Wager between 1842 and 1848. The structure fronted approximately 36' on High Street and was 18' deep. A two-story frame porch extended across the facade. In 1859 the building was owned by Wager's estate and was probably occupied by John McCall. In the 1930s ruins of the then-abandoned building were still standing, but they were demolished prior to 1954. Only traces of the rear wall, located against the cliff, are now visible.

Wager Lot No. 56C contained a three-story brick and stone structure with gable roof probably erected by Gerard B. Wager between 1843 and 1848. The building fronted 30' on High Street and was 17' deep at its south end and 12' deep at its north end. A two-story porch ran across the facade, and a two-story, two-bay-wide stone wing extended to the north. In 1859 the property was owned by the estate of Gerard Wager and occupied by Thomas Boerly as his residence and tavern. The wing was in ruins by 1870 and the main structure was ruinous by the 1930s. The whole was demolished prior to 1954, and only traces of the rear walls against the cliff are now visible.

Wager Six Acre Reservation--Marmion Way

Marmion Way, on the hill west of lower High Street, provides access to the following park properties:

Wager Lot No. 44 contains three abutting structures on the east side of Marmion Way. The southernmost (Park Bldg. No. 1B, Marmion Hall), measuring 45' by 35', is a 2-1/2-story pargeted brick building with wood-shingled gable roof erected by James B. Wager in 1832-33. The full basement is above grade on the east front. The north four of the five bays on that side are recessed, and a tiered frame porch (reconstructed in 1957) fills the recess. The door on the west front is

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at the southernmost of the five bays. Two end chimneys and an internal one pierce the ridge, and each side of the roof contains three dormers. The building was owned and occupied by Dr. Nicholas Marmion in 1859 and has been restored to its external appearance at that time. The central structure (Park Bldg. No. 1C, the Second Marmion Tenant House) is a stone house of 2-1/2-stories erected before 1848. A basement and cellar are exposed at the rear. This building was built in two parts, that on the south three bays wide and that on the north two bays wide, each with its own doorways. It has two interior chimneys and three dormers on each side of the roof. The house measures 39'5" long, 20' wide at the north end, and 25'3" wide at the south end. The northernmost (Park Bldg. No. 1D, the First Marmion Tenant House) structure, also erected before 1848, aligns with its neighbor in height front and rear. Its walls are stone up to the top story, which is brick. It measures 44'5" long, 20' wide at the south end, and 15'3" wide at the north end. It has two entrances on each facade and chimneys at each end of its gable roof. The latter two buildings were owned and rented out by Nicholas Marmion in 1859, the period to which their exteriors have been restored. On the western portion of Lot 44 across Marmion Way was a stone and frame stable (not extant) and a vegetable garden with stone retaining walls, first developed by James B. Wager in 1832-33. An icehouse built into the hill at the west edge of this open area remains.

Wager Lot No. 45 contains a 2-1/2-story stone building erected by Robert Harper as a tavern in 1775-82 and remodeled by James B. Wager in 1832-33 (Park Bldg. No. 1A, the Harper House). Its underlying stone basement and cellar are above grade on the east side of the structure, which measures 35' by 25'. An open frame porch on columns projects from the east side above the cellar level, and a large two-story frame porch covered by the structure's roof forms the south end of the house. A bridge from the second floor of the latter porch crosses Marmion Way to the garden area on the western portion of the lot, first developed by James Wager in 1832-33. The stone structure is three bays wide and has two dormers on each side of its wood-shingled gable roof. The Harper House is the oldest standing building in Harpers Ferry. Until 1803 it was a tavern, where Thomas Jefferson probably stayed when he visited the town in October 1783 and George Washington stayed in 1785. From 1803 to 1836 it was the residence of the powerful Wager family, which held a monopoly of all privately owned land in the town from 1782 to 1836. From 1832 to about 1847 it and the adjacent Marmion Hall formed a unit; in 1847 they were subdivided to form two separate dwellings. In 1859 the Harper House was owned by Noah H. Swayne and rented as a tenament to two or three families. In 1957-61 the National Park Service restored both the exterior and interior to their 1859-65 appearance, which required reconstruction of the porches. The building is currently open as a furnished historic house exhibit.

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Camp Hill

Camp Hill is the high ground north of the Virginius and Hall islands and west of the lower town of Harpers Ferry described above. The following features here are (or were) located within the authorized park boundaries:

Armory Dwelling No. 21, a two-story brick house erected between 1810 and 1834, stood in the middle of the platted South Cliff Street about 145' west of the Wager Six Acre Reservation and about 17' south of St. John's Protestant Episcopal Church (see page 13 above). It was rented to an armorer in 1859 but was deteriorated and vacant at the close of the Civil War. It was demolished by 1869, and there are no visible remains.

Armory Dwelling No. 33 was located "on Bluff near Grave Yard," probably placing it just east of Harper's Graveyard, although the exact location is unknown. It was a one-story frame building and was rented to an armorer in 1859. It was demolished by Union troops for fuel during the Civil War.

Jefferson's Rock is a huge slab of shale resting in a balanced position on the cliff in the unbuilt South Cliff Street south of Harper's Graveyard. From here on October 25, 1783, Thomas Jefferson viewed the Harpers Ferry water gap and formed the dramatic impression of it recounted in his Notes on Virginia. The rock was identified as "Jefferson's Rock" on an 1803 map of Harpers Ferry. About 1858 four carved red sandstone pillars were placed under the corners of the rock to stabilize it. This was probably done by Edward Tearney, a Harpers Ferry stonecutter, under orders of Armory Superintendent Henry W. Clowe. The stabilized rock appears today as it did then.

Armory Dwelling No. 32, first the Armory Paymaster's quarters and later Lockwood House of Storer College, is at the crest of Camp Hill south of Fillmore Street and west of Harper's Graveyard. From 1819 to 1840 this lot contained the residence of Capt. John H. Hall, the rifle manufacturer. In 1847-48 the present building was constructed to the design of Maj. John Symington as a one-story brick house over a full stone basement, 56'4" by 39'9", with a tin roof. A second story of brick with a slate-covered hip roof was added in 1856-57, at which time a large two-story columned porch was built on the west elevation and a smaller one-story porch was added to the front or east elevation. A one-story 18'-by-20' brick storeroom and a large cistern were built north of the house in 1848. A rough-cast stable erected by John Hall in 1827 stood at a greater distance west of the house.* The grounds were extensively landscaped by Hall before 1840; they consisted of two acres enclosed by an eight-foot wood paling fence containing an orchard, grape

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*There are no extant outbuildings.

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vines, gardens, and paved walks. Armory Paymaster Edward Lucas, Jr., lived here from 1848 until his death in 1858, whereupon Paymaster Dennis Murphy occupied the property until 1861. In August 1864 Maj. Gen. Philip H. Sheridan made the house his headquarters. In late 1865 Rev. N.C. Brackett, representing the U.S. Freedmen's Bureau, established a school in the house for 19 recently freed black children. In 1868 the Government transferred the building to Brackett for educational purposes, and West Virginia granted the charter establishing Storer College here. The building was part of the college until 1955. In 1883 the college added a mansard third story to what was now known as Lockwood House. The National Park Service removed this story in 1965-66 and restored the exterior of the house to its 1860s appearance. The two first floor rooms adjacent to the west porch have also been restored to reflect the origins of Storer College. (Park Bldg. No. 56)

Armory Dwelling No. 31, first the Armory Superintendent's Clerk's quarters and later Brackett House of Storer College, is on the south side of Fillmore Street west of Armory Dwelling No. 32. It was designed by Superintendent Henry W. Clowe and erected in 1856-57. The main house is a two-story brick building with slate roof measuring 39'9" by 33'2". At the rear or south side is a two-story brick wing measuring 23' by 18'8". One-story frame porches were built on the front of the main house and the east side of the wing. Archibald M. Kitzmiller, the Superintendent's clerk, occupied the house from 1858 to 1861. In July 1865 the house was in bad condition (like Armory Dwelling 32) and was serving as a U.S. Sanitary Commission headquarters. It was subsequently transferred to Storer College, which occupied it until 1955. Alterations include a two-story covered frame porch on the east front* and the removal of a rear porch and the substitution of a kitchen addition. The building is currently unrestored and used for offices. (Park Bldg. No. 57)

Armory Dwelling No. 30, first the Armory Paymaster's Clerk's quarters and later Morrell House of Storer College, is on the south side of Fillmore Street west of Armory Dwelling No. 31. Its original plan was identical to that of the latter building and it was constructed simultaneously. In July 1865 it was in bad condition and was being used by the Union Army. It was transferred with the other buildings to Storer College, which enlarged it for industrial arts education and used it as an inn during the summers. In the late 1960s the National Park Service reconstructed the original porches. The structure is now used for park offices.

Armory Dwelling No. 25, first the Armory Superintendent's quarters and later Anthony Hall of Storer College, is on the western crest of Camp Hill south of Fillmore Street. The original building was designed by Maj. John Symington and erected in 1847-48 at a cost of more than $21,700. It was a large two-story brick house over an elevated basement with a two-story wing on the north joined to the

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*Removed after 1975

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main block by a passageway. The roofs were hipped and covered with slate. Four chimneys on the main block and one on the wing served ten fireplaces with marble mantles. In 1851 a brick storehouse about 16' by 20' was erected north of the house. Trees were planted on the grounds, the roads around were graveled, and a garden with walks and interior fences was developed. West of the house in 1859 were a brick stable and four acres of pasture enclosed with an eight-foot-high paling fence. Until 1861 the house was occupied by the superintendents of the Armory. In 1864 it was headquarters for Brig. Gen. Max Weber, then commanding the Harpers Ferry defenses. By July 1865 many of the mantles and much woodwork had been removed and the building, then used as Union officers' quarters, was in bad condition. After the war the building was transferred to Storer College, which occupied it until 1955. In 1881 the college demolished the north wing and incorporated the main house as the south wing of the extant Anthony Hall (Park Bldg. No. 59), which contains a large pedimented central section and a north wing balancing the south. The building was badly damaged by fire and repaired in 1927-28. In 1963 the National Park Service made extensive interior alterations and built new porticos on the east elevations of the wings and a flagstone terrace on the east side of the central section. In the late 1960s an underground bomb shelter was added north of the north wing and connected to it. Now known as Conrad L. Wirth Hall, the building contains classrooms and offices of the Service's Mather Training Center.

Permelia Eastman Cook Hall (Park Bldg. No. 61) is a three-story stone building with pedimented central pavilion erected on the southern crest of Camp Hill south of Anthony Hall in 1940. It was a home economics and dormitory building for Storer College. The National Park Service renovated it in 1962-63 as a dormitory for the Mather Training Center.

The Lewis W. Anthony Industrial Building (Park Bldg. No. 64) is a rubble stone structure with gable roof constructed in 1903 on the hillside southwest of Anthony Hall. One story is above grade on the east and two stories are exposed on the west. The overhanging eaves at the gable ends are decorated with brackets and wood trim at the apex. The building originally housed a carpenter shop, storage rooms, and offices for Storer College. In 1953 the college added a two-story concrete block stack section to the west side and converted the building to a library. The building has continued in this function since its acquisition by the National Park Service in 1962.

The Bird-Brady House (Park Bldg. No. 69) was erected during the last quarter of the 19th century on the brow of Camp Hill south of the Anthony Industrial

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Building. A stone basement above grade at the rear carries two stuccoed frame stories and a hipped roof. Built as a Storer College faculty residence, it is the only such structure remaining on the campus. The interior has been rehabilitated for National Park Service offices.

The Curtis Freewill Baptist Church (Park Bldg. No. 75) was erected in 1892 on the west side of Jackson Street between Fillmore and Washington streets. It has a stone basement, a brick main story, and a crenelated square brick tower at the east end of the south elevation containing the entrance doors. It was named for Rev. Silas P. Curtis of New Hampshire, a Storer College founder, and served the college until 1955. The basement has been refurbished.

Streets, Sidewalks, and Ground Cover--Town of Harpers Ferry

The three oldest streets in Harpers Ferry are Shenandoah Street, Potomac Street (in the Wager Ferry Lot Reservation section), and High or Washington Street. Shenandoah Street and the oldest portion of Potomac Street were macadamized as early as 1834 and the sidewalks in these sections were paved with flagstone. The remaining portion of Potomac or North Cliff Street, running northwest from Wager Lot No. 14 along the south side of the Musket Factory, was laid out by the United States between 1848 and 1857. Wager Lot No. 17, between Lots 16 and 18 in the Wager Six Acre Reservation, was acquired by the United States in 1856 and became Swayne Street.

All other streets in the upper town of Harpers Ferry were laid out by the United States in 1852 in accordance with a plan conceived and developed by Maj. John Symington, Superintendent of the Armory. They were named that year by the town officials in cooperation with the United States. In 1856-57 the United States spent $5,650 in grading and widening High or Washington Street from Shenandoah Street to the Lutheran Church on Camp Hill. Fillmore Street was greatly improved by cutting and filling, and McDowell, Gilmore, Columbia, and Lancaster streets were opened and graded for the first time by the United States in 1856-57. Prior to the Civil War all Harpers Ferry streets except for Shenandoah Street and the Ferry Lot section of Potomac Street were unpaved, and many of the side streets were little more than lanes.

There were relatively few trees in Harpers Ferry before the Civil War, other than those retained to shade individual dwellings. Numerous trees stood in the area of Harper's Graveyard until 1862, when they were cut by soldiers for fuel. Most dwellings outside the commercial districts had their own garden plots where fresh

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vegetables and fruits were raised to supply the occupants' families. House and garden lots were generally fenced by wooden picket fences.

CIVIL WAR FORTIFICATIONS

Bolivar Heights, Loudoun Heights, and Maryland Heights, rising to high points of 668', 1,080', and 1,448' above sea level respectively, completely enclose the towns of Harpers Ferry and Bolivar (to the west) on three sides. The highest point on Camp Hill is 484' above sea level. Between 1862 and 1864 the Union Army fortified the crests of the three enclosing ridges and the western brow of Camp Hill with a series of earthen and stone field fortifications that formed one giant defensive complex. These are among the most extensive and best preserved examples of Civil War field fortifications now remaining. The fortifications on Loudoun and Maryland Heights, many constructed of stone and difficult of access, are largely intact and undisturbed. Those on Bolivar Heights, constructed of earth in areas that have been farmed for over a century, are less intact but are still evident. The inner Camp Hill defensive earthworks are no longer visible.

Bolivar Heights

Bolivar Heights is a ridge extending approximately 1.7 miles from the Potomac on the north, where the crest is 600' high, to the Shenandoah on the south, where the ridge is 500' high. The crest from the Potomac south to the Charles Town Turnpike was defended by two batteries constructed just prior to the siege of September 1862. Both were earthworks designed to hold from four to six field guns. Battery No. 2 at the northern end defended the Potomac approaches; Battery No. 1 near the southern end covered the Charles Town Turnpike.

During the siege, Sept. 12-15, 1862, Union troops further constructed a long shallow rifle trench approximately 5000' long along the crest of Bolivar Heights connecting Batteries 1 and 2. The batteries and trench are known as the Col. Dixon Miles Line after the Union commander defending Harpers Ferry during the 1862 siege. (The rifle trench was manned by five Union regiments during the siege. Here Col. Miles met with his officers on Sept. 15 and decided to surrender. In the same area Miles received his mortal wound from Confederate artillery fire from Loudoun Heights.)

In August 1864 the ridge between the batteries was further strengthened by improving the 1862 trench into a solid earthwork about four feet high. (The resulting defense, combined with the steep grade, made the Union right virtually impregnable, provided that Federal troops also controlled Loudoun and Maryland Heights.)

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The Bolivar Heights section of the park includes Battery No. 1, located near U.S. Route 340 to Charlestown, and approximately 3000' of rifle trenches extending northward. The battery was a five-sided work, open on the north side with earthen walls 113' long on the east side, 38' on the southeast face, 73' on the southwest face, and 200' on the western face, which connected with the trench line. The earthworks of the battery and trenches on park land are still from two to three feet high. (The trenches continue north of the park boundary for approximately 200-300 feet, beyond which they and Battery No. 2 have been obliterated by later development.)

The Union left of the Bolivar Heights line extended from the Charles Town Turnpike on the north about .7-mile to the Shenandoah. This section is not within the park and is therefore not included here (but see page 42, last paragraph).

On the morning of Sept. 15, 1862, Confederate Maj. Gen. Ambrose P. Hill began his assault on the Union left while "Stonewall" Jackson's division probed at the Union right. Federal troops on the left were driven back to a position extending from the Charles Town Turnpike near Battery No. 1 southeast along the top of the plateau now known as Cavalier Heights, which was located east of the Charles Town-Harpers Ferry Turnpike as it ran down through a ravine to the Shenandoah. As Hill's forces were sweeping across the crest on the left of Bolivar Heights and on to the Cavalier Heights position, Col. Miles opened the negotiations with Jackson leading to the surrender of 12,693 Union soldiers later that day. In addition to being the final position of the Union left during the siege of 1862, Cavalier Heights served as a Union campground during the later periods of the war.

Approximately 34 acres of the Cavalier Heights plateau is now included in the park. The forested hillsides and ravines and open fields of the plateau are much as they were in September 1862. This ground appears never to have been fortified.

Maryland Heights

Federal troops occupied Harpers Ferry from Feb. 26 to Sept. 15, 1862, but erected only elementary defenses during this period, facilitating Confederate conquest after a siege of only 81 hours. As a result of this costly experience, following Confederate withdrawal the Union Army strongly fortified Maryland Heights and Loudoun Heights between October 1862 and June 1863. Many of these fortifications are still intact; those on Maryland Heights within the park are as follows:

The Naval Battery (at I on Map IV), first established in May 1862, had its three earthen walls erected in September 1862. The walls of this U-shaped redoubt are about 10' thick at the base and 10' high; the slope of the mountain in the rear completes the enclosure. The west wall is about 52' long, the south wall facing the river is about 72' long, and the east wall is about 43' long. Traces of two

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ordnance magazines, dug into the slope of the mountain to the north and east of the battery, are still quite evident. On June 27, 1863, the naval battery contained a 100-pounder Dahlgren gun, a 50-pounder Dahlgren gun, and two 24-pounder siege guns. Following the completion of Battery Sullivan (on lands now in the Chesapeake and Ohio Canal National Historical Park), it is probable that the guns were removed from the naval battery.

The 30-Pounder Battery (at H on Map IV) was erected in October-November 1862. It was a strong earthwork with three faces (100' by 150' by 100') that curved around the southern slope of Maryland Heights. The armament included four 30-pounder Parrott rifled guns and six other pieces commanding the summit of Loudoun Heights, the town of Harpers Ferry, and Bolivar Heights. The earthwork is well preserved.

A 100-pounder Parrott gun was placed in June 1863 at a narrow point in the crest of the Maryland Heights ridge (G on Map IV), about 600 yards south of the Stone Fort. The position was protected by sandbags. The gun had a 360° field of fire and could be effective against a wide range of positions. The site is undisturbed.

The Stone Fort and Exterior Fort (at F on Map IV) were erected in the period between October 1862 and June 1863 . The Stone Fort, located on the highest point of Maryland Heights, was designed to block an attack from the north along the crest of Elk Ridge. It measured 100' by 40' and had 25' square bastions at the northeast and southwest corners. The walls were of dry-laid masonry from 4-1/2' to 7' thick. The interior contained a magazine, storage place for provisions, water tanks, and a spring. The Exterior Fort consisted of two parallel earthworks running from east to west across the summit of Maryland Heights and down its west slope for a total of about 700'. The north wall was about 125' north of the northeast bastion of the Stone Fort and was linked to the latter by a strong stone breastwork running along the edge of the cliff overlooking the east slope of the mountain. The north wall ran 250' across level ground to a point where the west slope of the ridge begins. This portion was about 20' thick at the base and about 20' high and contained five cannon embrasures still visible today. The left flank of this section was protected by an earth breastwork, now about three feet high, that ran approximately 250' to the south, where it joined the southern east-west parallel wall of the Exterior Fort. The north wall continued down the west slope, crossing a plateau, for an additional 450', ending where the plateau drops off sharply to the west. This section was of stone about 10' thick and 5' high. A dry ditch and abatis protected the front of the entire north wall. Another earth breastwork ran along the west edge of the lower plateau about 250' from the west end of the north wall to the west end of the south parallel wall. The latter, which extended east to the southwest bastion of the Stone Fort, was similar in construction to the northern wall but was not protected by a dry ditch. The earthen portion of the wall cross-

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ing the upper plateau is now about 10' thick at the base and 6' high. On the summit plateau, within the walls of the Exterior Fort north and east of the Stone Fort, are visible remains of three magazines. On the lower plateau to the west are the stone remains of fireplaces, huts, and perhaps gun positions. Additional remains of campgrounds, barracks, and other small fortifications are visible on the level ground of the summit south of the Exterior Fort.

A line of stone breastworks about three feet high was erected in June 1863 along the eastern crest of the ridge from the Stone Fort south to the 30-Pounder Battery. A parallel, similar stone breastwork was erected on the west side of the road into the Exterior Fort. These breastworks are still present. Seven light field guns were distributed along the eastern line, and abatis were constructed on the eastern slope where roads led to the summit.

A spur battery (E on Map IV) was erected in June 1863 on a plateau on the western slope of Maryland Heights below the Exterior Fort. It consisted of a three-sided embankment open at the rear, about 50' by 75' by 50', mounting one 50-pounder Dahlgren gun. The gun could sweep the west side of Maryland Heights, enfilade the ravine running westward to the Potomac in front of the Barnard lines, and cover Bolivar Heights. The battery was armed and in use during the July 1864 Confederate attack on Harpers Ferry.

A strong stone breastwork, built by filling in a cribwork of logs with stone, was constructed in June 1863 from the spur battery up the west slope of the mountain to the base of the cliff above which rested the left flank defenses of the Exterior Fort. The front or north side of the line was covered by an abatis of felled trees. The log cribwork has rotted away, but the stone line is still evident. Also on the spur battery plateau, and to the south of that work along the top of the western slope, are three stone walls probably designed as breastworks or gun positions for the additional defense of the position. A large pit about 25' by 30' by 15' deep, probably a magazine, has also been found on the southern end of this plateau.

Between October 1862 and June 1863 Federal troops cleared the Maryland Heights area of forest from 1,500 yards north of the Stone Fort south to the Potomac. The defenders were thereby provided a clear field of fire in all directions.

The Maryland Heights section of the park contains one non-military historic structure: the Salty Dog Tavern (Park Bldg. No. 80). This two-story stone building, approximately 20' by 45' in plan, was built between 1833 and 1850 at the base of the cliff opposite Lock 33 on the C & O Canal. It was a tavern and place of

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ill repute frequented by canal boatmen. Fires in 1960 and 1963 burned out the interior and roof of the structure, so that only an open shell stands today.

The Maryland Heights section of the park contains 763.07 acres.

Loudoun Heights

On August 20, 1813, the U.S. Government purchased timber rights to supply the Harpers Ferry Armory on a tract of 1,395 acres on Loudoun Heights. This land supplied the wood and charcoal used at the Armory until 1861.

In October 1862 the Army of the Potomac constructed three large stone redoubts on the summit of Loudoun Heights. Redoubt A (as labeled on Map IV) measured approximately 44' by 32', Redoubt B measured 32' square, and Redoubt C measured 38' by 32'. All were four-sided enclosed works. Between October 1862 and April 1865 many other smaller stone works--some rifle pits but most foundations for guard huts--were erected on Loudoun Heights. Most of these features remain.

In the fall of 1862 Federal soldiers cleared the summit of heavy forest, providing a clear field of fire in every direction. The fortifications here served as outpost defenses for Harpers Ferry until the end of the war.

The Loudoun Heights section of the park contains 276.80 acres.

Camp Hill

The Camp Hill earthworks, approximately 1,250 feet long, were built in May 1862 and were strengthened and enlarged in 1863-64. They ran from the cliffs overlooking the Shenandoah on the south north along the western brow of Camp Hill, overlooking Boundary and Union streets, to the bluffs above the Potomac. This line guarded the approaches to Camp Hill and Harpers Ferry from Bolivar. Batteries were placed at either flank (A and B on Map IV), and two strong redoubts guarded the center section of the line. One of these was just west of the Armory Superintendent's quarters, Armory Dwelling No. 25; the other was directly on Washington Street (outside the park boundary). Light field guns armed the line in July 1864. The area once occupied by these defenses has been built over since the war, and there are no evident surface remains of the fortifications.

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SHORT HILL

On March 5, 1980, the authorized boundaries of the park were expanded to include approximately 475 acres on the north and west slopes of Short Hill Mountain in Loudoun County, Virginia. This tract is approximately 2-1/2 miles downriver from Harpers Ferry and is part of the scenic backdrop visible from the town and its immediately surrounding heights.

The Short Hill tract has not been systematically surveyed for cultural resources as of this writing. One known historic structure exists in ruined state in a ravine by the edge of the Potomac River in the easternmost corner of the tract. The ruins are those of a stone mill possibly dating from the late 18th century. The foundations measure approximately 20' by 30'. Only the two ends and corners of one wall, two stories high, are now standing.

NORTH BANK SHENANDOAH ABOVE U.S. 340 BRIDGE

As discussed on pages 2-3 above, the remains of a portion of the Harpers Ferry, Charles Town, and Smithfield Turnpike traverse this land. Some 40 yards west of the modern sewage treatment plant mentioned on the following page, another historic road (much unimproved) branches left and runs southwesterly parallel to the remains of the Shenandoah Canal, which parallel the Shenandoah River for about two-thirds of a mile upstream from the U.S. 340 bridge. The canal remains end where the road crosses the railroad line running between the canal and the river (the former Winchester and Potomac). At this crossing, south of the road and railroad, are surface archeological remains of Strider's Gulf Mill and its raceway, portions of which may date to the 1790s. On the hillside north of the road and railroad are the standing end walls of Strider's Mansion. They are of stone, 2-1/2 stories high, topped by the remains of stepped gable ends. Central brick chimneys and fireplaces run within each wall. A residue of scored pargeting is present on the exterior surfaces. The house was standing in 1835.

On a bluff directly north of the westernmost end of this tract, overlooking the railroad and the Shenandoah, are the remains of a Civil War gun battery (No. 8 on Map IV). In August 1864 Maj. Gen. Philip H. Sheridan ordered the 1862 Bolivar Heights defensive line to be extended left (southward) from the Charles Town Turnpike to the Shenandoah. This battery, a triangular earthwork open at the rear, was at the extreme left or south end of this line. It and a supporting rifle trench on the hillside below are well preserved. These earthworks are in a four-acre tract that may be included in the authorized park boundaries by legislation now pending in Congress (June 1980).

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NONHISTORIC FEATURES

The following structures within the authorized park boundaries do not contribute to the park's eligibility for the National Register:

The Interpretive Design Center, designed by Ulrich Franzen and constructed in 1967-69, is a large three-story modern brick building on the Storer College campus at the edge of the cliff overlooking the Shenandoah.

Three one-story brick residences were built on the former Storer College campus in 1964 for employees of the Mather Training Center. They are on the brow of Camp Hill west of Anthony or Wirth Hall (Park Bldg. No. 59). Nearby is an older two-story frame residence acquired by the Park Service in 1966 and renovated for an employee's quarters.

The park maintenance shop, a large concrete block one-story utility building erected in 1964, is located below the western brow of Camp Hill overlooking Boundary Street. Adjoining is a large one-story concrete block workshop erected in 1970. Both structures have later additions. A large parking area serves the buildings.

A one-story frame storage shed was erected in 1977 to house the park's carriage and wagon collection. It is south of the maintenance shop.

A one-story stable was erected in 1975 in the lower town on Block F, Shenandoah Street.

In 1976 the Park Service built two one-story dormitory cabins on Maryland Heights for the Youth Conservation Corps. A ranger residence was erected by them in 1977.

A sewage treatment plant for Bolivar and Harpers Ferry was constructed in 1978-79 on park land on the north bank of the Shenandoah a short distance west of the U.S. Route 340 bridge across the river.

A pumping plant for Bolivar and Harpers Ferry is being constructed on the Shenandoah at Block G, Shenandoah Street, just east of the Island of Virginius. It will be largely below ground level.

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Industrial Development of Water Power

George Washington visited Harpers Ferry in August 1785 and was impressed by the water power potential of the site. As President, he personally selected it for a proposed Federal musket producing factory or armory on Sept. 16, 1795, ordered the purchase of the necessary land, and spurred the War Department to accomplish the mission. Washington believed that the Potomac valley would emerge as a major industrial and transportation center and saw the development of the U.S. Armory at Harpers Ferry as contributing to this end and to the commercial success of the planned national capital downriver.

On June 15, 1796, Washington's secretary Tobias Lear, acting for the United States, purchased 118-1/4 acres at Harpers Ferry from John Wager, Sr., as the site for the second Federal armory (the first being at Springfield, Mass.). Wager retained tracts known as the Six Acre Reservation and the 3/4-acre Ferry Lot Reservation at the junction of the rivers, enabling his family to prosper commercially as the Federal presence boosted the town's growth. Construction on the musket factory and power canal along the Potomac and the Potomac dam feeding the canal began in 1798 and was largely completed in 1801. Buildings erected during this period included five brick workshops for arms production, a large brick arsenal for storage of the finished products, and a frame barracks for the workmen. Sustained weapons production began in 1802.

By 1821 the Armory had grown to encompass 20 workshops, two arsenal buildings, 86 dwellings for employees, and 271 workers. The Armory's expansion spurred an increase in Harpers Ferry's population to 751 in 1810 and 1,377 in 1820. The combined population of Harpers Ferry, Virginius Island, and Bolivar (adjoining on the west) peaked at 4,368 in 1850 and declined to 3,398, exclusive of slaves, in 1860. By the latter date the Armory had manufactured a total of 522,938 firearms for the United States.

A center of private industry also based on water power was developed during the same period on the Island of Virginius, on the north side of the Shenandoah just west of the town of Harpers Ferry. First claimed in 1816, the water power of Virginius was channeled by a Shenandoah dam and canals to mills and manufactories on the 13-acre island in 1823-24. The entire island was owned by Abraham H. Herr, a miller, by 1855. In 1859 there were 39 buildings, including an iron foundry, machine shop, cotton mill, flour mill, saw mill, carriage making shop, and residences, on Virginius.

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John H. Hall, Interchangeable Parts, and Mass Production of Arms

At the beginning of the 19th century, New Englanders Eli Whitney and Simeon North each devised powered machinery for the volume production of arms under Government contracts. Their machinery was not precise enough to make the weapons parts truly interchangeable, and much of the task of producing their arms had to be done by hand.

It fell to John Harris Hall (1778-1841) of Portland, Maine, to take the next and most significant step in the development of interchangeable parts enabling mass production. In 1819 the War Department contracted with Hall for the manufacture at Harpers Ferry of 1,000 copies of a breechloading flintlock rifle he had patented. Hall arrived at Harpers Ferry that May and was assigned United States land on what became known as the Lower Hall Rifle Factory Island, located on the north side of the Shenandoah just west of the Island of Virginius. Here he developed the water-powered precision machinery needed to produce his rifle by a completely automated process, which required no hand work other than assembling the individual parts. The first 1,000 rifles were completed in 1825 and a second 1,000 by 1827.

On Jan. 6, 1827, a special commission of weapons experts appointed to examine Hall's rifles and machinery at Harpers Ferry reported to the Army Chief of Ordnance:

> It is well-known, we believe, that arms have never yet been made so exactly similar to each other by any other process as to require no marking of the several parts and so that those parts, on being changed would suit equally well when applied to every other arm. But the machines we have examined effect this with a certainty and precision we should not have believed till we witnessed the operations.

While Eli Whitney was the first in the United States to experiment with the system of interchangeable parts and mass production, John H. Hall was the first to fully achieve these objectives.

Development of Harpers Ferry as a Communication Link

In 1824, with Lewis Wernwag as their builder, the Wagers constructed a 750-foot double wooden toll bridge across the Potomac in lieu of the old ferry. In 1843-44 the Shenandoah Bridge Company constructed a 375-foot double wooden toll bridge across the Shenandoah. In the 1830s toll roads were built to Frederick, Md., and Charles Town, Va., followed by a turnpike to Hillsborough, Va., in the 1850s. In 1806-07 the Potomac Company constructed a canal with upper and lower locks along the north side of the Shenandoah just west of Harpers Ferry. In 1824 the successor Shenandoah Canal Company made further improvements, including a dam across the

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Shenandoah to feed the canal and a turning basin for boats. The Chesapeake and Ohio Canal from the District of Columbia to Cumberland, Md., reached the Maryland shore opposite Harpers Ferry in 1833, where a lock was built to provide boat access from the Potomac and Shenandoah rivers.

Between 1829 and 1836, with the improvement of roads and prior to the arrival of railroads, Harpers Ferry enjoyed a brief era of stagecoaching. This traffic spurred the establishment and expansion of hotels. In 1836 the Winchester and Potomac Railroad was opened from Harpers Ferry to Winchester, Va. The Baltimore and Ohio Railroad crossed the Potomac from Maryland in 1837 and completed its main line on to Cumberland in 1842. Harpers Ferry became a principal way station on the railroads, further boosting the hotel and restaurant business. The prime locale for such business was the Wager Ferry Lot Reservation at the confluence of the rivers, where the two railroads joined. Telegraph lines reached Harpers Ferry in 1848, further linking it to the outside world.

The John Brown Raid, 1859

John Brown's raid in October 1859 focused the nation's attention on Harpers Ferry. Brown, an ardent abolitionist and leader in the bloody sectional strife in Kansas, conceived a plan to liberate the slaves by starting a revolution, arming the blacks, and establishing a free-black stronghold in the Appalachians. He chose Harpers Ferry as his first objective because of its stocks of weapons and its location near the mountains.

During the summer of 1859 Brown gathered weapons, supplies, and supporters at the Kennedy farm some five miles distant in Maryland (now a national historic landmark). On the night of October 16 he set forth with 17 men and a wagonload of supplies for Harpers Ferry, leaving three men to guard the farm. At 10:30 p.m. the party seized the Potomac bridge watchman and upon crossing took the Armory watchmen in the town. Brown then cut the telegraph wires and sent out parties to bring in slaves and hostages. But the engineer of an eastbound train through the town telegraphed the alarm at 7 a.m. upon arriving at Monocacy, Maryland.

Shooting began between Brown's men, now barricaded in the Armory buildings, and some of the townspeople. Militia arrived from Charles Town and by noon secured the Potomac bridge. There were several casualties on both sides, and by nightfall on the 17th the survivors of Brown's party and their captives had taken refuge in the fire engine house of the Armory's Musket Factory. That night Col. Robert E. Lee and Lt. J.E.B. Stuart with 90 U.S. marines arrived from Washington. The next morning, October 18, a party of marines stormed the engine house, bayoneting two

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men and capturing the others.

Amid great national popular excitement, John Brown was brought to trial in nearby Charles Town a week later, indicted for treason against Virginia and for "conspiring with slaves to commit treason and murder." Refusing to permit a plea of insanity, he was convicted and sentenced to death. In an eloquent statement he denied everything "but...a design on my part to free slaves." He felt no guilt: to "interfere" on behalf of God's "despised poor" was "no wrong but right." Brown was hanged at Charles Town on Dec. 2, 1859. His captured associates were also executed for treason.

In John Brown hanged, northern abolitionists had a martyr; in Brown's raid the South saw the work of the devil. Popular passions aroused by the event, North and South, made it increasingly difficult for moderates to find a common ground of compromise on which both sections could agree and so maintain the Union. Soon men under arms would be marching to the tune of "John Brown's Body," and Harpers Ferry would be torn by civil war.

Harpers Ferry in the Civil War

On the night of April 18, 1861, after learning of the approach of strong and hostile Virginia State forces, Lt. Roger Jones and his 44 Federal soldiers set fire to the arsenal buildings and some of the Musket Factory shops of the U.S. Armory and retreated northward into Pennsylvania. The arsenal buildings and their contents were destroyed; the townspeople extinguished the Musket Factory fire before those buildings were greatly damaged. Confederate troops then occupied Harpers Ferry until June 15, during which time they seized all Armory property and removed the arms making machinery to Richmond, Va., and Fayetteville, N.C. Before retreating south they blew up the B & O Railroad bridge and trestle, set fire to the Musket Factory shops, and did much other damage.

On June 28, 1861, Confederates returned briefly to burn the wooden toll bridge across the Shenandoah and the nine buildings of the U.S. Rifle Factory on the Lower Hall Island. When Union troops removed a large supply of wheat from A.H. Herr's mill on Virginius Island in October 1861, a Confederate force raided the town and burned the mill, thereby completing the destruction of all public and private industry in Harpers Ferry. In February 1862 a southern sniper firing from a building in the town killed a Union soldier on the Maryland side of the Potomac, in retaliation for which Union soldiers burned the entire "point" or Ferry Lot district of hotels and stores. Because of the town's strategic impor-

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tance as a railroad, highway, and canal transportation link, the Union Army reoccupied Harpers Ferry on February 25.

September 1862 brought the first Confederate invasion of the north following victory in the second battle of Manassas. Reaching Frederick, Md., on his way to Pennsylvania, General Robert E. Lee decided to remove the threat to his rear and line of communications posed by the strong Union garrison at Harpers Ferry. To do this he decided to divide his army, sending part against Harpers Ferry while the main body pressed on toward Hagerstown. The success of this daring plan depended on the Confederates' ability to capture Harpers Ferry and quickly reunite in time to face the pursuing force under Maj. Gen. George B. McClellan. Lee sent three columns totaling some 32,000 men against Harpers Ferry. Maj. Gen. Thomas J. Jackson approached from the south, reaching the vicinity of the town on September 12; Maj. Gen. Lafayette McLaws invested Maryland Heights from the north and emplaced his cannon there; Brig. Gen. John G. Walker approached from the east and occupied Loudoun Heights. Thus, on September 14, Colonel Dixon S. Miles, in command of the Harpers Ferry garrison of 14,238 officers and men, found himself surrounded with Confederates on the heights overlooking his positions at Camp Hill and Bolivar Heights. Miles surrendered his garrison on September 15 and was subsequently mortally wounded by Confederate artillery. The Union cavalry escaped across the Potomac, but the remainder of the Union force was taken prisoner--the largest number of United States prisoners of war taken in a single action until World War II. Jackson hurried off toward Sharpsburg, Md., to reinforce Lee in the battle of Antietam, leaving Maj. Gen. A.P. Hill to arrange the parole of the Union captives. Hill in turn rushed off to join the battle of Antietam just in time to save Lee's army from disaster.

The Union Army soon reoccupied Harpers Ferry and more strongly fortified the surrounding heights against a recurrence of the recent envelopment. The Federals briefly vacated the town during Lee's 1863 campaign leading to Gettysburg, and the garrison withdrew to Maryland Heights on July 4, 1864, when a Confederate force of 20,000 under Lt. Gen. Jubal A. Early approached Harpers Ferry. On the latter occasion the Union forces burned the Potomac railroad and pontoon bridges and maintained resistance with reinforcements from the heights, forcing Early's men to detour across the Potomac near Sharpsburg. Early's northern invasion was delayed four days in his unsuccessful attempt to cross at Harpers Ferry and take Maryland Heights. As a result of this delay and the subsequent battle of Monocacy, Early did not reach his destination of Washington until July 10, enabling Union reinforcements to come to the defense of the Capital. Early's brief occupancy of Harpers Ferry did accomplish its further destruction by fire.

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From August 1864 to February 1865 Harpers Ferry served as the main base of operations and supply for Maj. Gen. Philip S. Sheridan's army, which effectively destroyed Early's army as a fighting force and conquered the Shenandoah Valley. During this period the brick and stone walls of the burned out arsenal, Musket Factory, and Rifle Factory buildings were reroofed to create warehouses for the munitions and supplies needed to support Sheridan's advance. Wagon trains of up to 1,000 wagons were parked within the defensive lines on Bolivar Heights before embarking southward. The U.S. Military Railroad Corps rebuilt the destroyed Winchester and Potomac Railroad from Harpers Ferry south 28 miles to Stephenson's Depot, enabling the mass transit of personnel and supplies to support Sheridan and to transfer forces to Lt. Gen. Ulysses Grant.

At the end of the war the industrial base of Harpers Ferry was largely destroyed. The U.S. Government decided not to rebuild the Armory but to dispose of its lands and buildings. This decision, coupled with periodic major floods after 1870, eroded the town's economy and contributed significantly to its subsequent decline.

Storer College

Storer College was established in vacated U.S. Armory residences on Camp Hill after the Civil War with the aid of New England philanthropy and grants from the Freedmen's Bureau, a Federal agency formed to assist the emancipated blacks. It was begun as an elementary school in the Lockwood House by the Rev. N.C. Brackett of Phillips, Maine, representing the Freedmen's Bureau, in 1865. As a result of a benefaction from John Storer of Sanford, Maine, in 1867, the school emerged as Storer College. Its curriculum focused on teacher training, then expanded to include theology and the industrial and home arts. During the college's first 40 years the student body averaged 176 men and women, admitted "without distinction of race or color" in accordance with the terms of Storer's bequest. The school experienced some physical growth until the mid-20th century but closed its doors in 1955. Its buildings stand as reminders of one of the earliest institutions established for black education after emancipation.

The Federal Government Returns

In 1852 the Federal Government began to sell off its surplus lands and residences rented to Armory workers in Harpers Ferry. Between 1869 and 1884 the Government put up for sale all remaining Armory lands and interests. The limited private

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industry that remained or was subsequently introduced failed to fill the vacuum left by the Federal withdrawal. As has often been the case elsewhere, the chronic economic depression into which the town descended proved advantageous for the preservation of its remaining structures and historic character. The national historical significance of Harpers Ferry was recognized by the Congress in 1944 when it enacted legislation authorizing the establishment of a national monument of up to 1,500 acres for the purpose of "commemorating historical events at or near Harpers Ferry." Subsequent legislation redesignated the national monument as Harpers Ferry National Historical Park and enlarged the authorized boundaries to encompass approximately 2,385 acres in West Virginia, Maryland, and Virginia.

The National Park Service assumed administrative responsibility in 1955. The Service initially set about to restore the surviving lower town to its 1859 appearance as much as possible, removing most later structures and alterations. Recently this "point in time" restoration philosophy has been superseded by recognition of the significance of Harpers Ferry's evolution throughout the 19th century. In the 1960s the Service acquired the former Storer College campus and buildings ıd utilized them for its Interpretive Design Center and Mather Training Center. ın a very different role, the Federal Government is again the dominant presence at Harpers Ferry.

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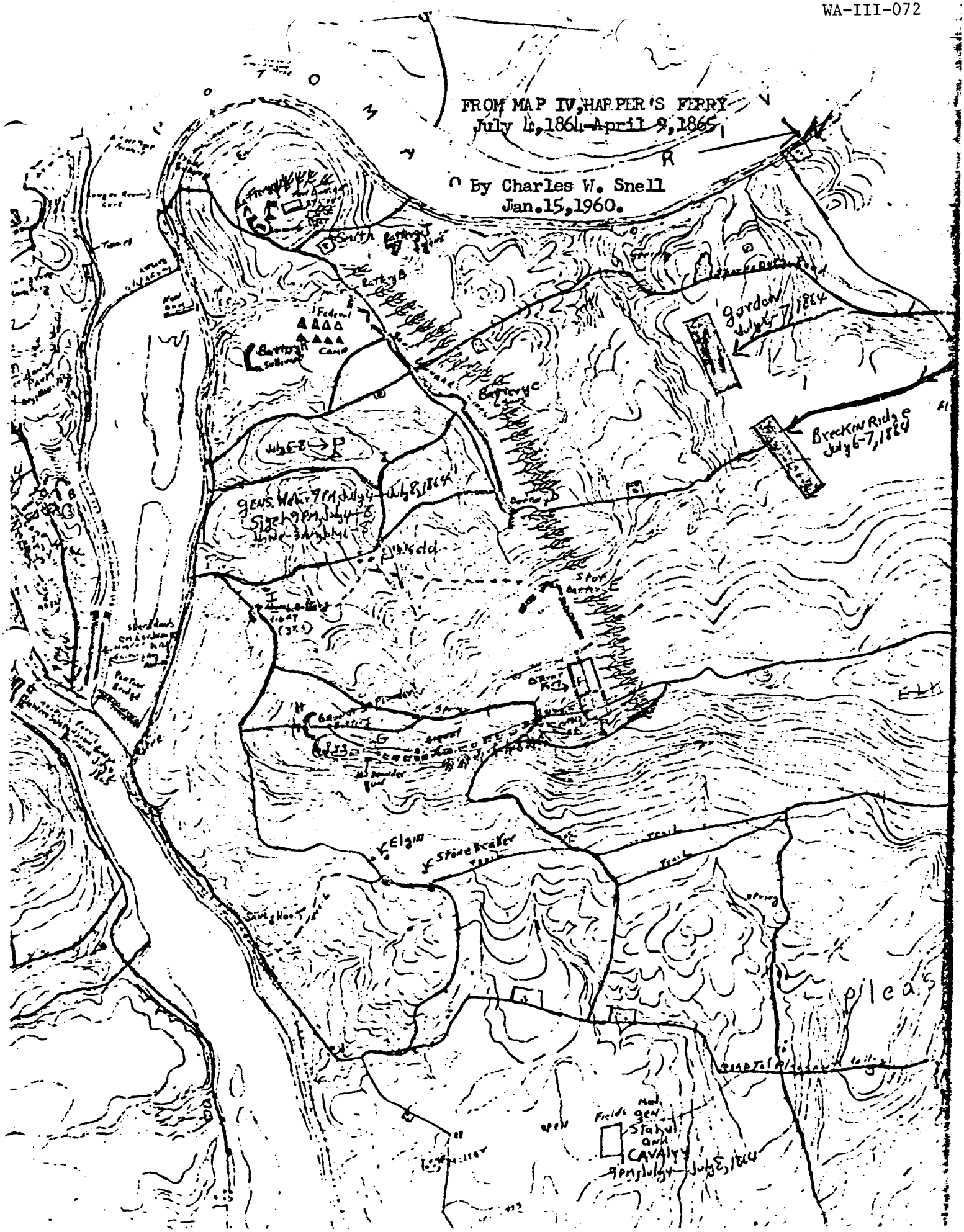
1859 Commercial Buildings, Residences, Churches, and Schools of Lower and Upper Town of Harpers Ferry:

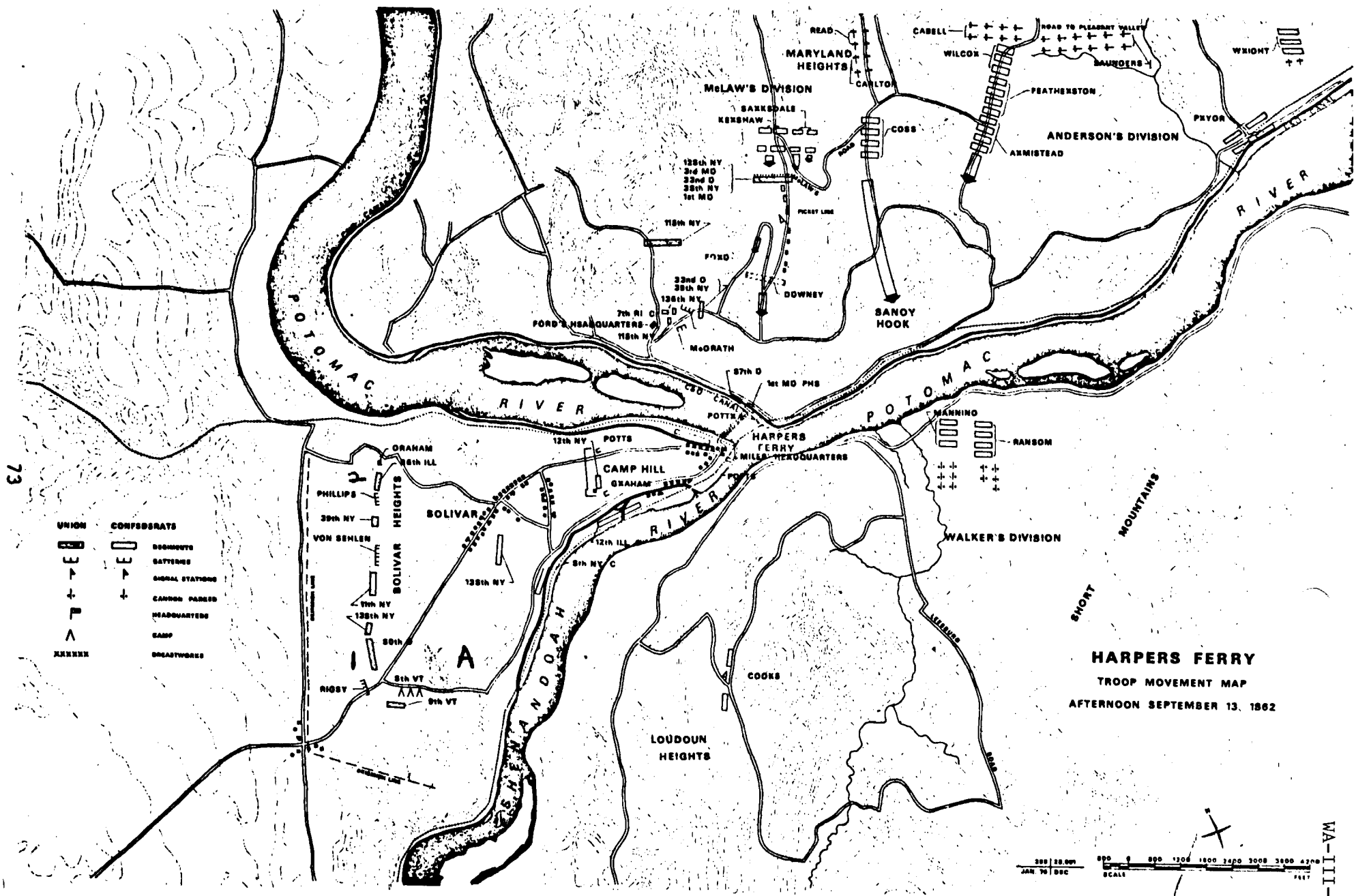
Located in the library of Harpers Ferry National Historical Park are Historic Structure or Site Reports, based on primary sources and research, for the history of every site and building in Harpers Ferry during the period 1751 to 1865. These studies, written in the period 1957-1961, were prepared by Historians Fairbairn, Kissling, Smith, Snell and Sullivan.

Architectural Data Sections were also prepared for a number of these Park buildings by Architect Archie W. Franzen.


FROM MAP IV, HARPER'S FERRY
July 4, 1864-April 9, 1865
By Charles W. Snell
Jan. 15, 1960.
Gordon July 6-7, 1864
Breckin Ridge July 6-7, 1864
Battery C
Battery B
Federal Camp
Elgin
Stone Bridge
Pleas
Stahel and Cavalry
9 PM July 4 - July 8, 1864

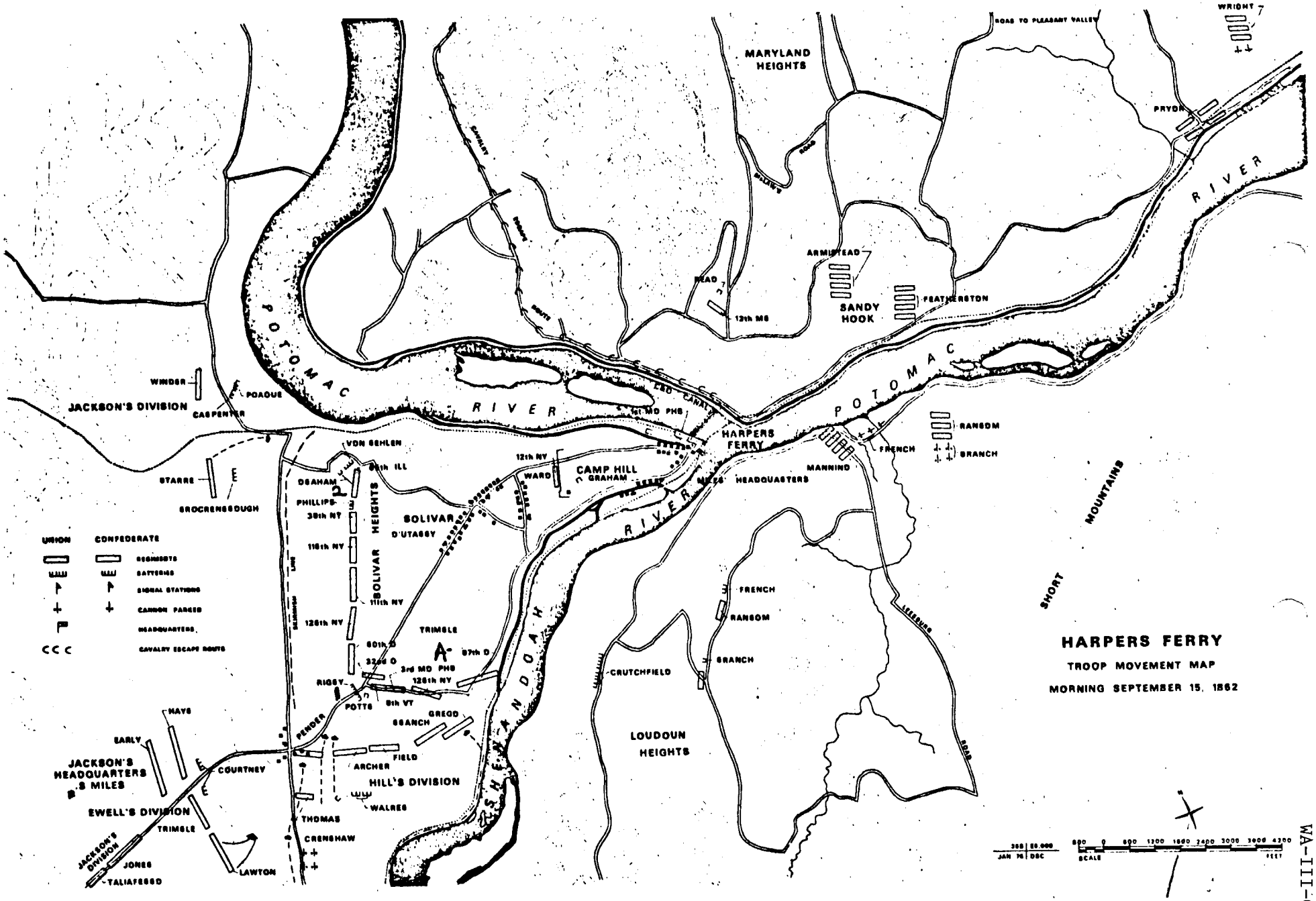
From MAP IV—HARPER'S [F]ERRY, JULY 4, 1864—APRIL 9, 1865

By Charles W. Snell, January 15, 1960


MARYLAND HEIGHTS
McLAW'S DIVISION
ANDERSON'S DIVISION
SANDY HOOK
HARPERS FERRY
CAMP HILL
SOLIVAR
SOLIVAR HEIGHTS
LOUDOUN HEIGHTS
WALKER'S DIVISION
MARMINO
RANSOM
POTOMAC RIVER
SHENANDOAH RIVER
C&O CANAL
UNION
CONFEDERATE
HARPERS FERRY
TROOP MOVEMENT MAP
AFTERNOON SEPTEMBER 13, 1862

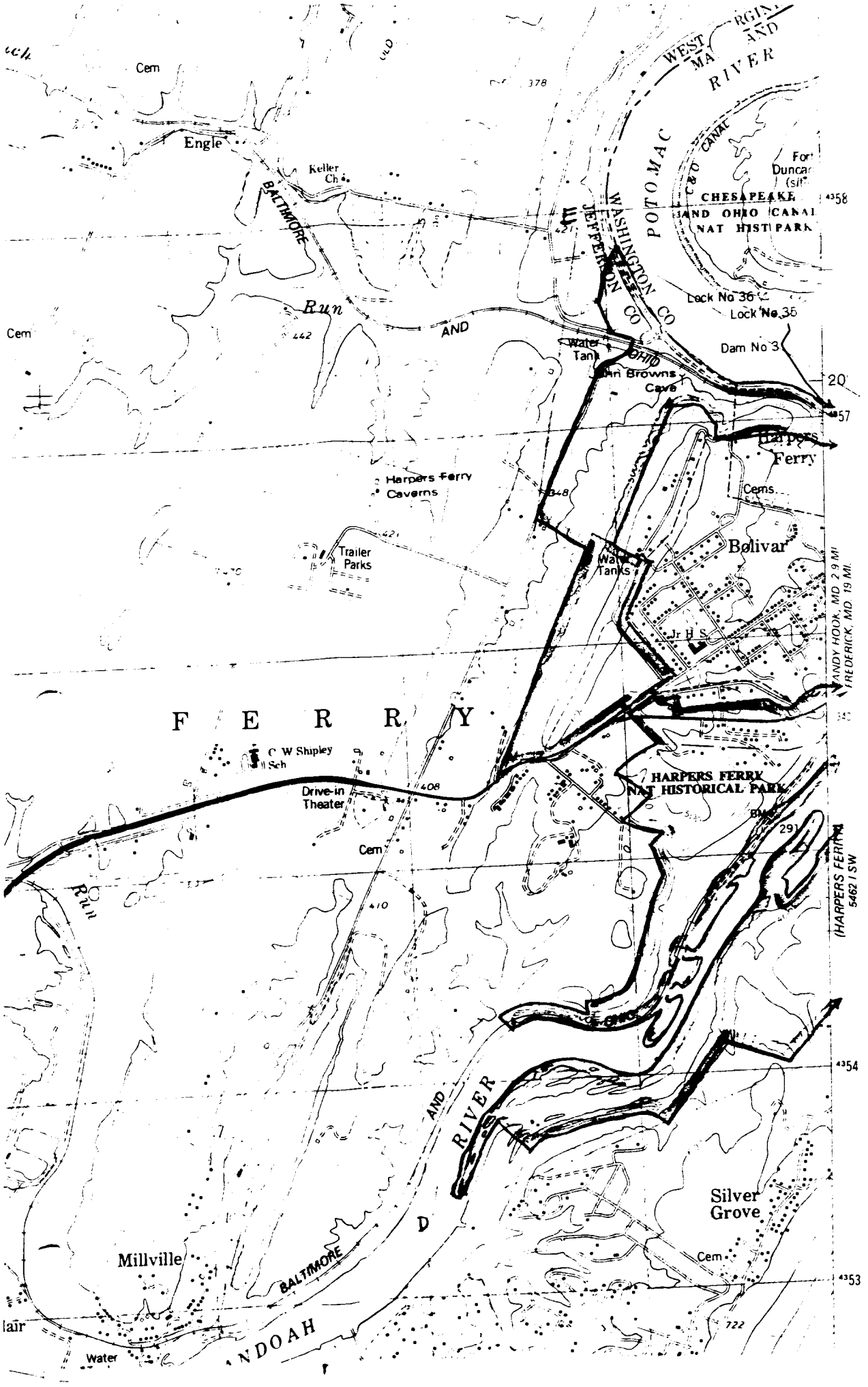
73

WA-III-072


HARPERS FERRY
TROOP MOVEMENT MAP
MORNING SEPTEMBER 15, 1862
MARYLAND HEIGHTS
ROAD TO PLEASANT VALLEY
WRIGHT
PRYOR
ARMISTEAD
READ
13th MS
SANDY HOOK
FEATHERSTON
POTOMAC RIVER
C&O CANAL
1st MD PHB
HARPERS FERRY
MILES HEADQUARTERS
MANNING
FRENCH
RANSOM
BRANCH
SHORT MOUNTAINS
LEESBURG ROAD
LOUDOUN HEIGHTS
CRUTCHFIELD
SHENANDOAH RIVER
CAMP HILL
GRAHAM
WARD
12th NY
SOLIVAR
D'UTASSY
TRIMBLE
87th D
3rd MD PHB
126th NY
8th VT
POTTS
RIGBY
GREGG
BRANCH
FIELD
ARCHER
HILL'S DIVISION
WALRES
THOMAS
CRENSHAW
PENDER
BOLIVAR HEIGHTS
DEAHAM
PHILLIPS
38th NY
116th NY
111th NY
126th NY
60th D
32nd D
VON SEHLEN
JACKSON'S DIVISION
WINDER
POAGUE
CARPENTER
STARRE
BROCKENBROUGH
JACKSON'S HEADQUARTERS
.5 MILES
EWELL'S DIVISION
COURTNEY
TRIMBLE
JONES
TALIAFERRO
LAWTON
HAYS
EARLY
UNION
CONFEDERATE
REGIMENTS
BATTERIES
SIGNAL STATIONS
CANNON PARKED
HEADQUARTERS
CAVALRY ESCAPE ROUTE
SCALE
FEET

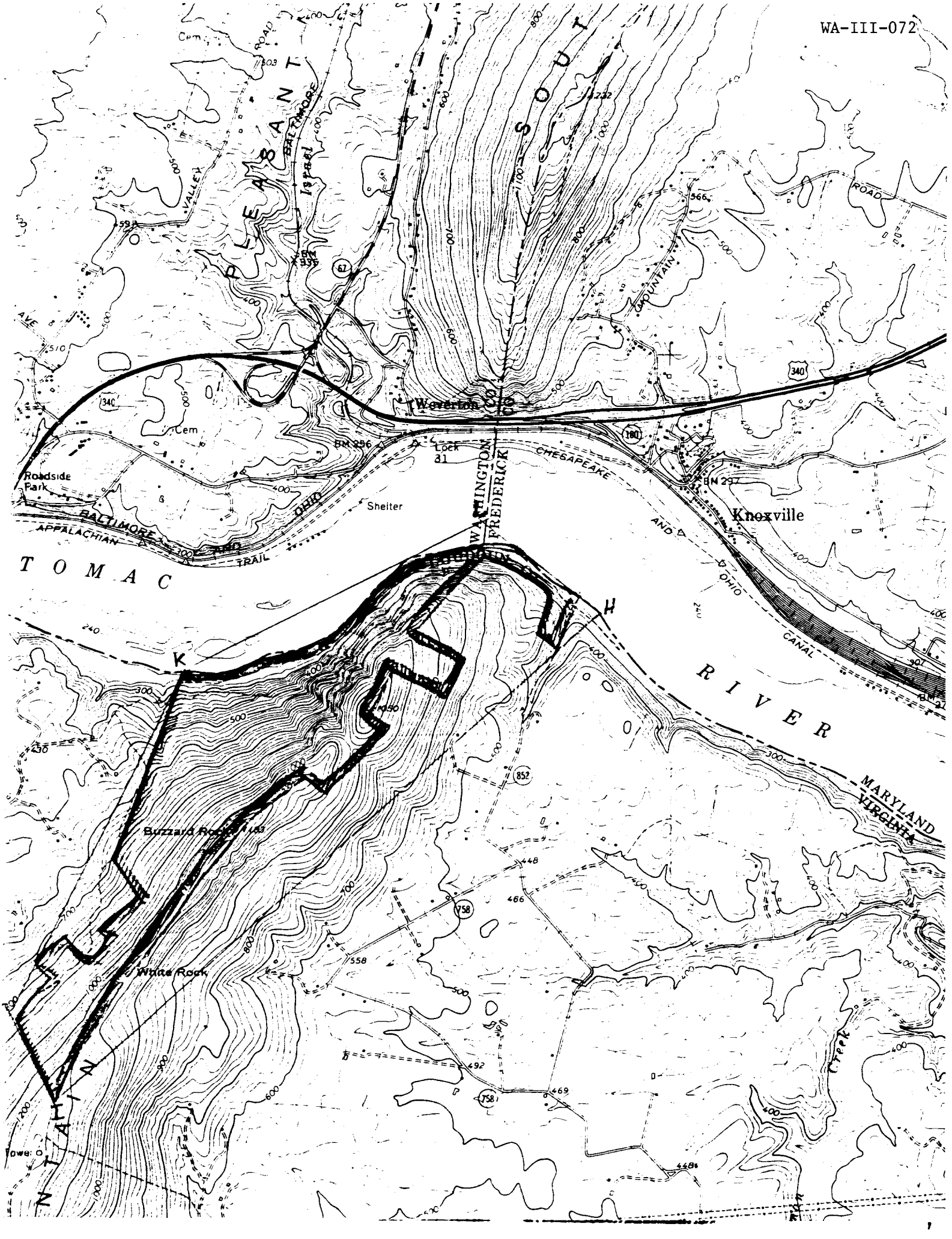
WA-III-072

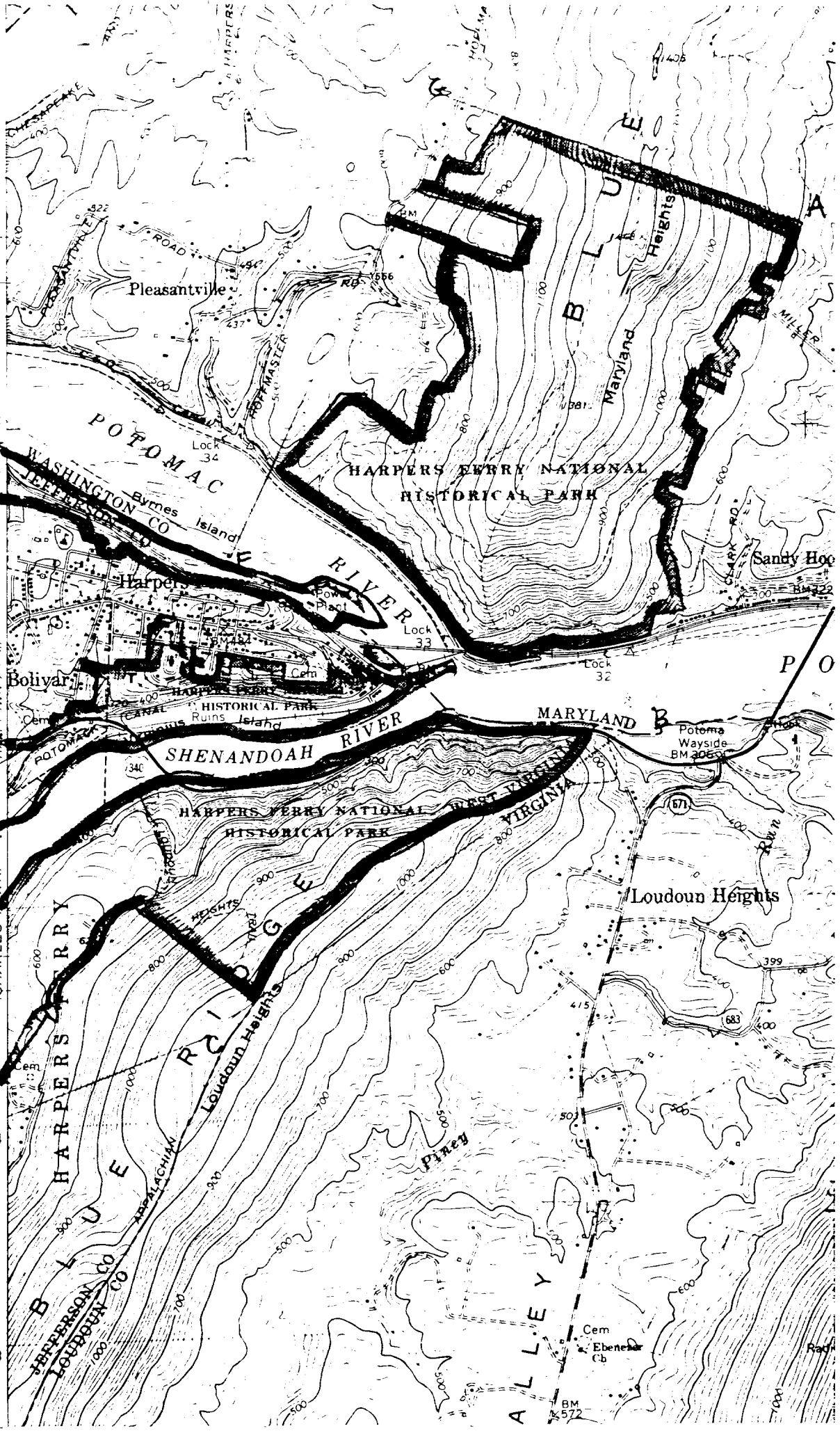
WA-III-072



HARPERS FERRY NHP
UTM REFERENCES:

D 18/261030/4353380
E 18/261880/4357920


PLEASANT
SOUT
Weverton
Knoxville
Roadside Park
Sheiter
Lock 31
BM 296
BM 297
BALTIMORE AND OHIO
APPALACHIAN TRAIL
CHESAPEAKE AND OHIO CANAL
WASHINGTON CO
FREDERICK CO
TOMAC
RIVER
MARYLAND
VIRGINIA
Buzzard Rock
White Rock
Cem
Creek
VALLEY
MOUNTAIN
ROAD
Israel
BALTIMORE
340
180
67
852
758
K
H



WA-111-072

HARPERS FERRY NHP

UTM REFERENCES:

A 18/266590/4357980
B 18/265840/4355790
C 18/263800/4354380
F 18/263760/4356560
18/264980/4358600
H 18/269780/4355600
I 18/266890/4353110
J 18/266670/4353600
K 18/267610/4355360
L 18/269180/4356100

Form No 10-300a
(Rev 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

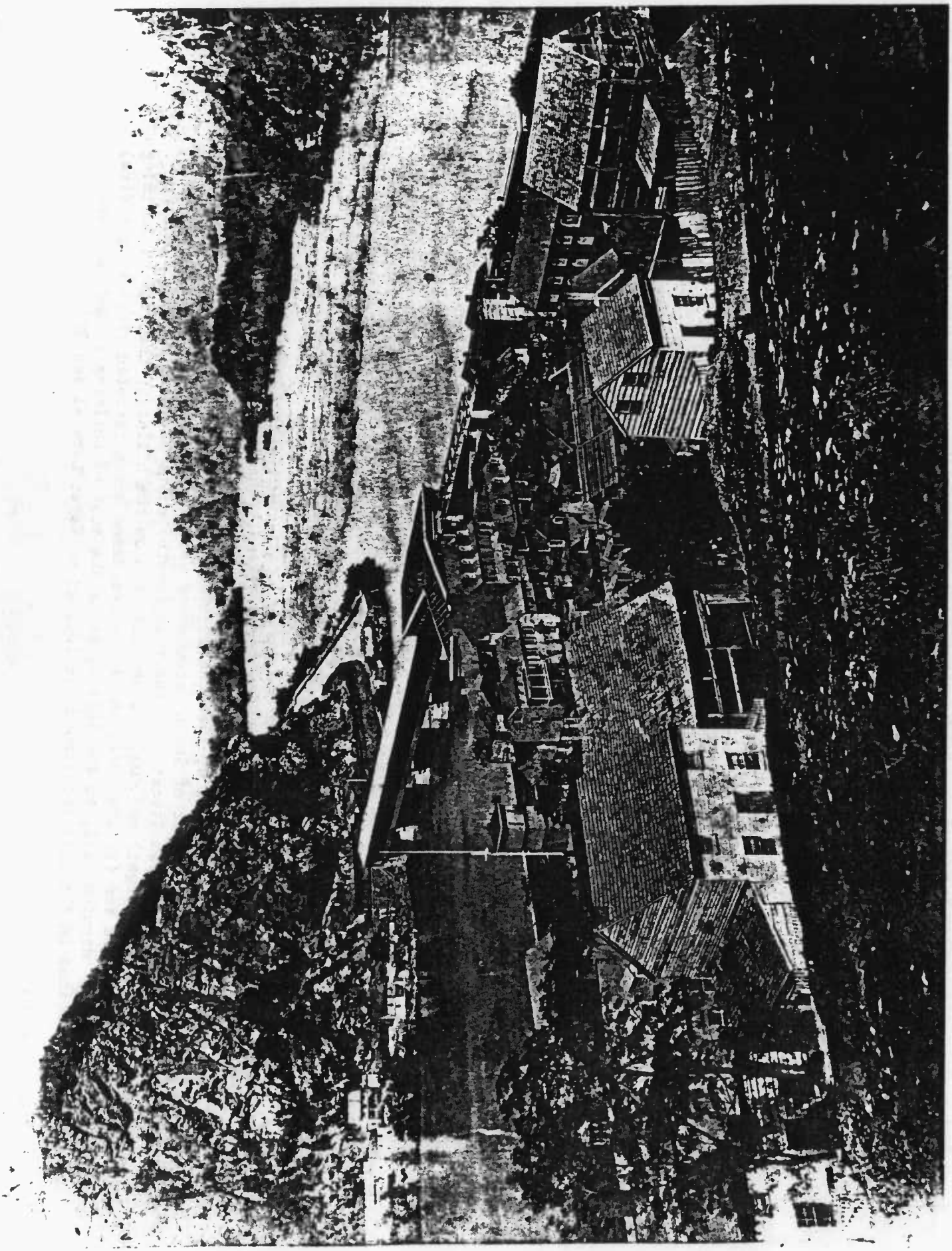
UTM REFERENCES

Harpers Ferry/Bolivar Heights/Maryland Heights/Loudoun Heights:

A:	18/266590/4357980	(Harpers Ferry quadrangle)
B:	18/265840/4355790	"
C:	18/263800/4354380	"
D:	18/261030/4353380	(Charlestown quadrangle)
E:	18/261880/4357920	"
F:	18/263960 4356560	(Harpers Ferry quadrangle)
G:	18/264980/4358600	"

Short Hill:

H:	18/269780/4355600	(Harpers Ferry quadrangle)
I:	18/266890/4353110	"
J:	18/266670/4353600	"
K:	18/267610/4355360	"
L:	18/269180/4356100	"



NUMBER: HF-66
SUBJECT OR TITLE: Bridge, Covered Wooden, 1859
NEGATIVE ON FILE: x YES ____ NO
LOCATION OF PIX:
COMMENTS: "Harpers Ferry from Camp Hill"

1859

"Harpers Ferry from Camp Hill," 1859

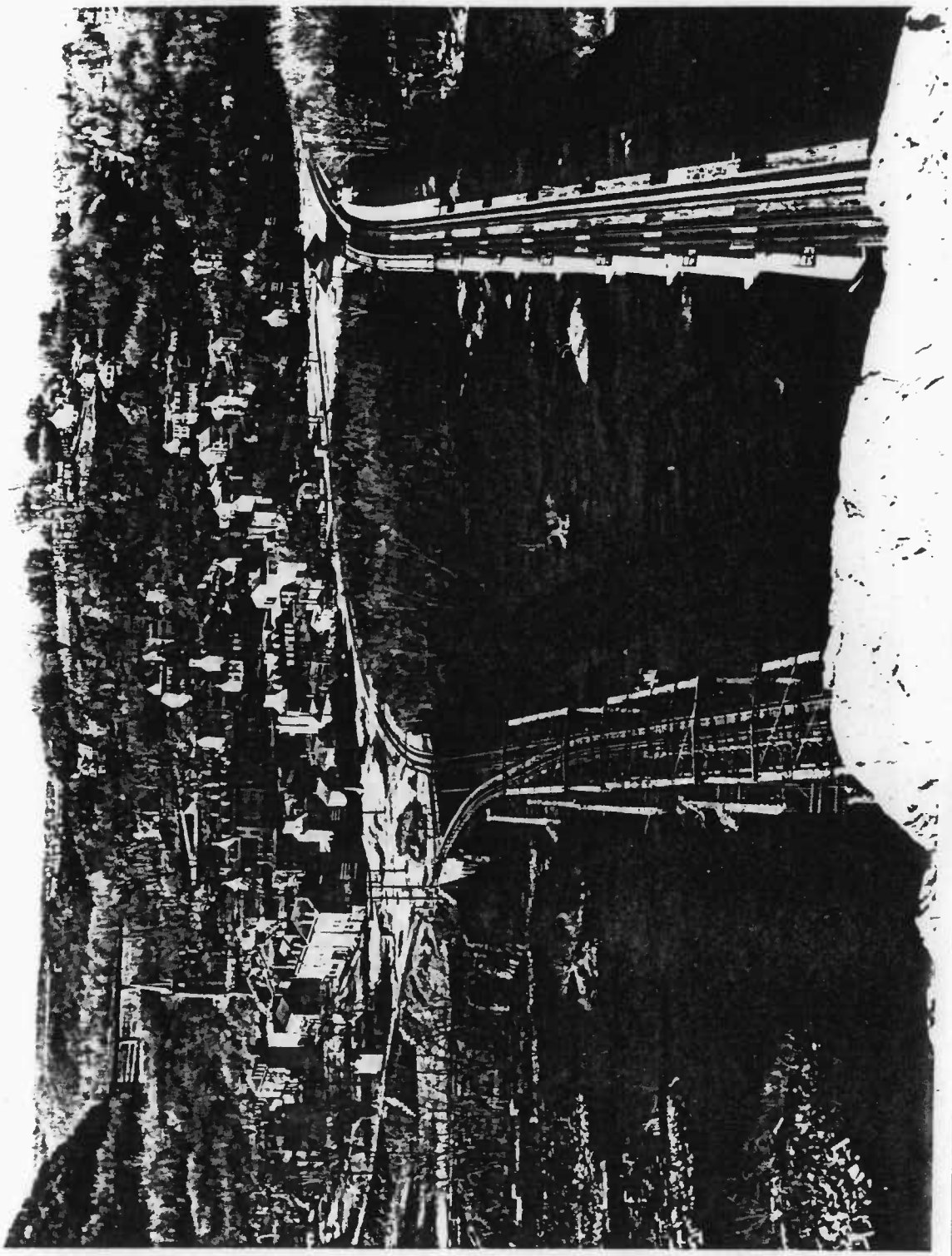
Harpers Ferry Negative No. 66 (National Geographic File No. 140325-A).

The Potomac River is flowing from the left and the Shenandoah River from the right; the view is looking southeast at the junction of the two streams. Buildings, left to right, beginning with the Armory Building with a cupola at foot of hill - The Bell or Finishing Shop, then moving up to the river edge, the roof of the Armory Warehouse; then the Armory flagpole, the square and tall B. & O water tower; next the one-story stone warehouse on east end of Wager Lot 10, with 3-story Walsh & Brother Dry Goods Store on the west end of Lot 10; next, on Lot 9, Dr. Claggetts (2½-story) Drug store, with rear of the three-story Potomac Restaurant visible on the east end of Lot 9. To the right of this, also fronting on the railroad and located on the east end of Lots 8 and 7, is the three-story brick wing that was added to the Wager House or U. S. Hotel in 1842; at the west end of Lot 8 is the two-story frame Strauss Clothing Store; then on Lots 6 and 7, comes the 3½-story Wager House Hotel; on Lot 1 to the right is the roof of the 1-story B & O Railroad Depot. At the entrance to the Potomac bridge, and resting on the Shenandoah River wall is the bridge toll house and B & O old depot, both 1-story buildings, then the two-story frame Gault House Saloon, and finally the Winchester & Potomac Railroad Depot to the right.

Returning to the Gault House Saloon and moving left: First the three-story brick house on Lot 2, then entrance to Arsenal, with the Large Arsenal (the large 2-story brick building with round arch windows and dating from 1801,) to the right. Continuing left is a portion of the 2-story stone house on Lot 4, then the 3½-story hipped roofed house of William J. Stephens on Lot 5 at the corner of South Potomac and Shenandoah Streets. Then proceeding right again along Shenandoah Street, are the rear (north) roofs of Buildings No. 9 and 8; Buildings 10 (with skylight) and 10A, 11, and 12; then on the hillside, the roof of Building 1A, the Harper House and (to the left) the large residence being reroofed (following a fire) is Building 1B, Marmion Hall; to the left again is the roof of Building 1C and 1D. The buildings located in the left foreground are located on Wager Lots 41 and 39.

Photo No. 56.

WA-III-072



NHP 24

1. Park Building No. H arpers Ferry From Maryland Heights.
   Historical Name: Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Edwin Fitzpatrick

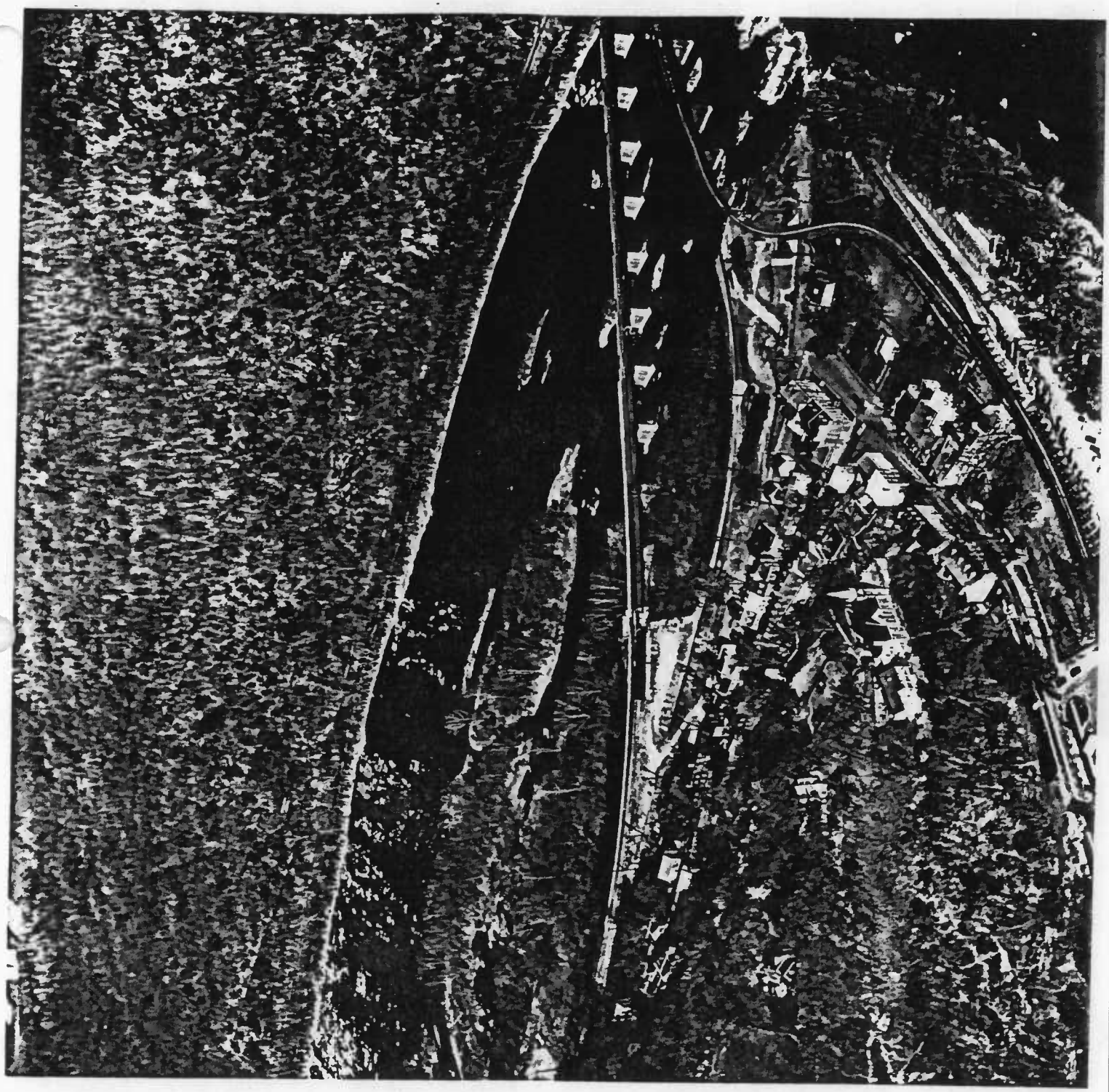
4. Date of Photo: 1974

5. Harpers Ferry Negative No. NHP-, 3476.
located in Photo Collections of
Harpers Ferry NHP.

6. Description: Lower Town of Harpers Ferry looking west from the summit of Maryland Heights, Md. Old Arsenal Square (Block A, Shenandoah St.) at left, has been cleared of Post Civil War bldgs., and Bldg. No. 63-the John Brown fort or Armory Engine and Guard House moved from Camp Hill down to Arsenal Square, near its original site. The Potomac River is visible in the foreground. The U.S. Musket Factory site is the tree-covered area lying in the center between the two railroad bridges.

7. Photograph No. 54.

WA-III-072



NHF

1. Park Building No. Aerial Photograph of Lower Town of Harpers Ferry
   Historical Name:
   Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Edwin Fitzpatrick

4. Date of Photo: November 1974

5. Harpers Ferry Negative No. NHF-, 3455.
located in Photo Collections of
Harpers Ferry NHP.

6. Description: Looking northeast on the lower town of Harpers Ferry:
Shenandoah River in lower right corner; Potomac River runing from left to
right. Maryland Heights in Maryland on far(north) side of Potomac. Park Service
7. Photograph No. 54. Visitor Park lot is visible in lower center of
photo and lies over portions of U.S. Blocks A,
B, C, and D, Shenandoah Street.

WA-III-072

WA-III-072

NUMBER:
SUBJECT OR TITLE: FIRE ENGINE HOUSE EAST SIDE
NEGATIVE ON FILE: X YES ____ NO
LOCATION OF PIX:
COMMENTS: BLDG. #63 "JOHN BROWN FORT." Reconstructed cupola.

TAKEN by Neal Randell, PIC, TECH. MAR/APR. '77

1. Park Building No. 63
Historical Name: Armory Engine House and Guard House (John Brown's Fort) Musket Factory Bldg. # 1.
Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Neal Randell

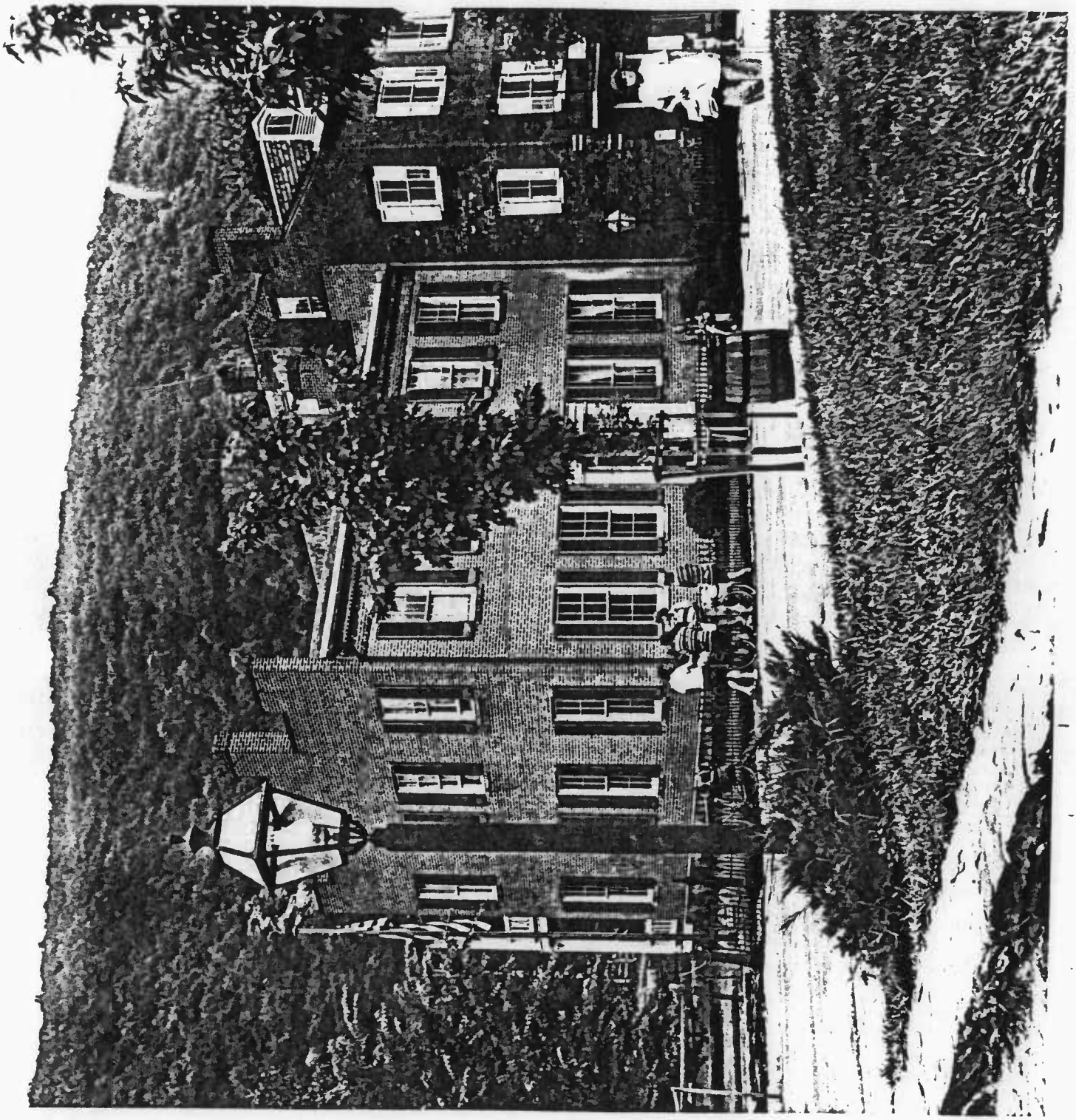
4. Date of Photo: April 1978

5. Harpers Ferry Negative No. NHF- ,
located in Photo Collections of
Harpers Ferry NHP.

6. Description: View of Block A, Old Arsenal Square, Shenandoah Street, with restored Bldg. No. 63 in center, showing east (front) elevation. Fencing inclosing square non-historic, also fake battery fortification at right of Bldg. 63. No such gun position or fortification on square. In foreground the low stone wall is a portion of the original stone wall that enclosed the 1859-65 arsenal yard on the east side. In foreground, where auto is parked stood Wager Lots 4 and 5 which were occupied by large brick and stone commerical buildings prior to 1862. These were burned by Union troops in February 1862.

7. Photograph No. 6

WA-III-072



1. Park Building No. 36 (U.S. Block B, Lot 2,, Shenandoah Street).
Historical Name: John E.P. Daingerfield House(New Master Armorer's Quarters)
Harpers Ferry National Historical Park
(Armory Dwelling No. 1)

2. Harpers Ferry, West Virginia

3. Photographer: Neal Randell

4. Date of Photo: January 1975

5. Harpers Ferry Negative No. NHF -, 3501.
located in Photo Collections of
Harpers Ferry NHP.

6. Description: East side and north(front or Shenandoah Street) elevation of Bldg. No. 36; at right northeast corner of Bldg. 35. Vacant lot in foreground is Wager Lot No. 51.

7. Photograph No. 3D.

WA-III-072

HARDWARE
FLOUR
DRY GOODS
GROCERIES
MEATS.
RECRUITING OFFICE

U.S.Block B, Lot 3, Shenandoah Street.

1. Park Building No. 34 and 35 (Old Master Armorer's House).
Historical Name: Joseph Annin House
Harpers Ferry National Historical Park (ARMORY DWELLING NO 2.)

2.Harpers Ferry, West Virginia

3.Photographer: Neal Randell

4. Date of Photo: January 1975

5. Harpers Ferry Negative No. NHF -, 3503.
located in Photo Collections of
Harpers Ferry NHP.

6. Description: North(front or Shenandoah Street) elevation of Bldg. 35(left four bays) and Bldg. 34(right 2 bays) of center 3½ story structure. Part of Bldg 33 at right. Part of Bldg. 36 at left.
7. Photograph No. 29.

WA-III-072

NHF

1. Park Building No. 45 (U.S. No. 1, north side of Shenandoah Street)
Historical Name: John G. Wilson Bldg. (Stagecoach Inn) (Also Armory Dwelling House No. 3).
Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Neal Ramdell

4. Date of Photo: January 1975

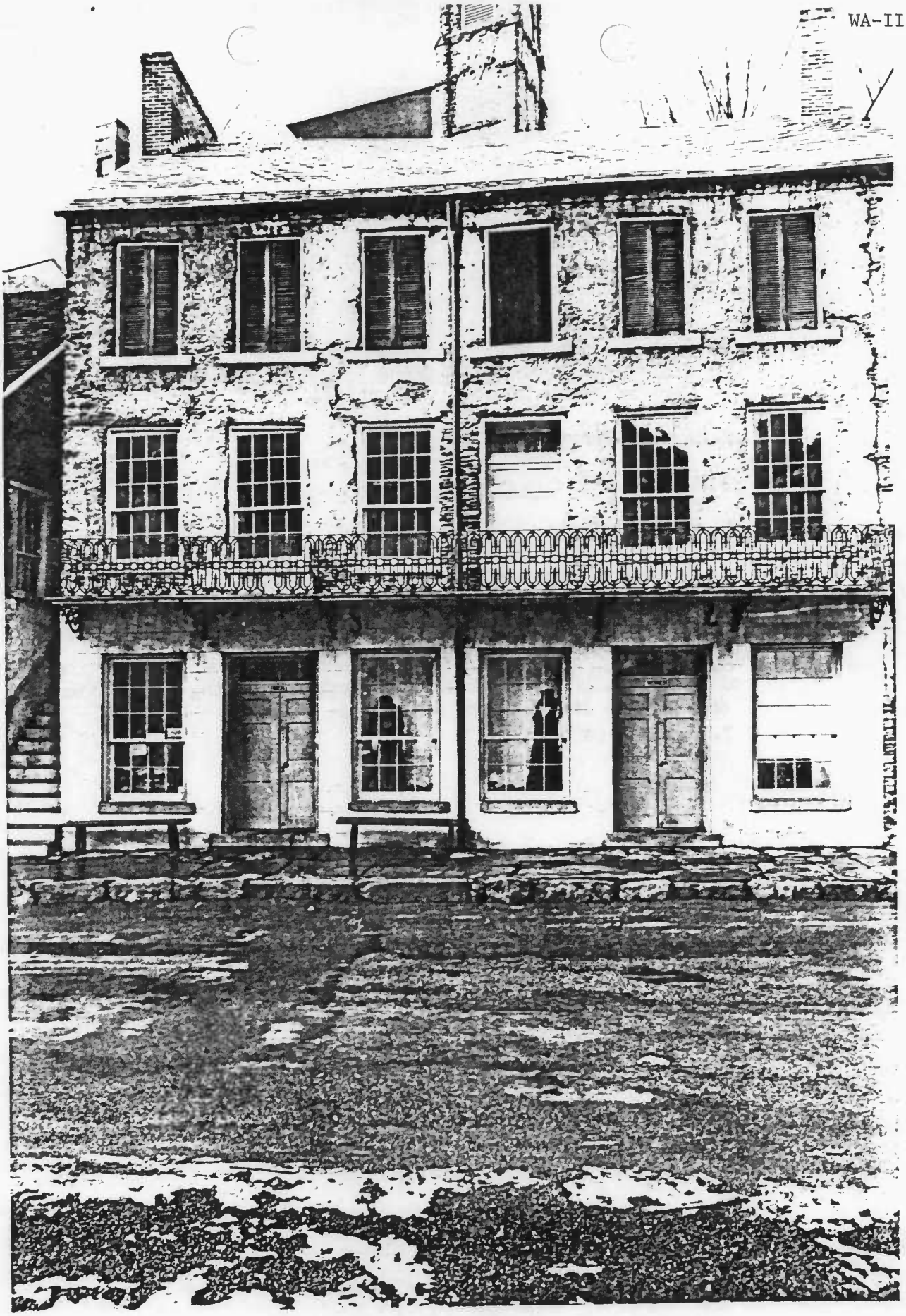
5. Harpers Ferry Negative No. NHF-, 3494.
located in Photo Collections of
Harpers Ferry NHP.

6. Description: South (front or Shenandoah Street) elevation of Bldg. 45 with British flag flying. At right Bldg. 44, with exterior stairs leading to 3rd floor Masonic Hall of 44. Area in foreground U.S. Block C, Lot 1- now vacant, once site of Globe Inn (House No. 4).

7. Photograph No. 36.

Note: Non-historic sidewalk and fence, landscaping in foreground. Also British flag never flown on Bldg. 45 until 1970's.

WA-III-072



1. Park Building No. 44 (Wager Lot No. 46)
Historical Name: Philip Coons Bldg. (Masonic Hall Bldg.)
Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

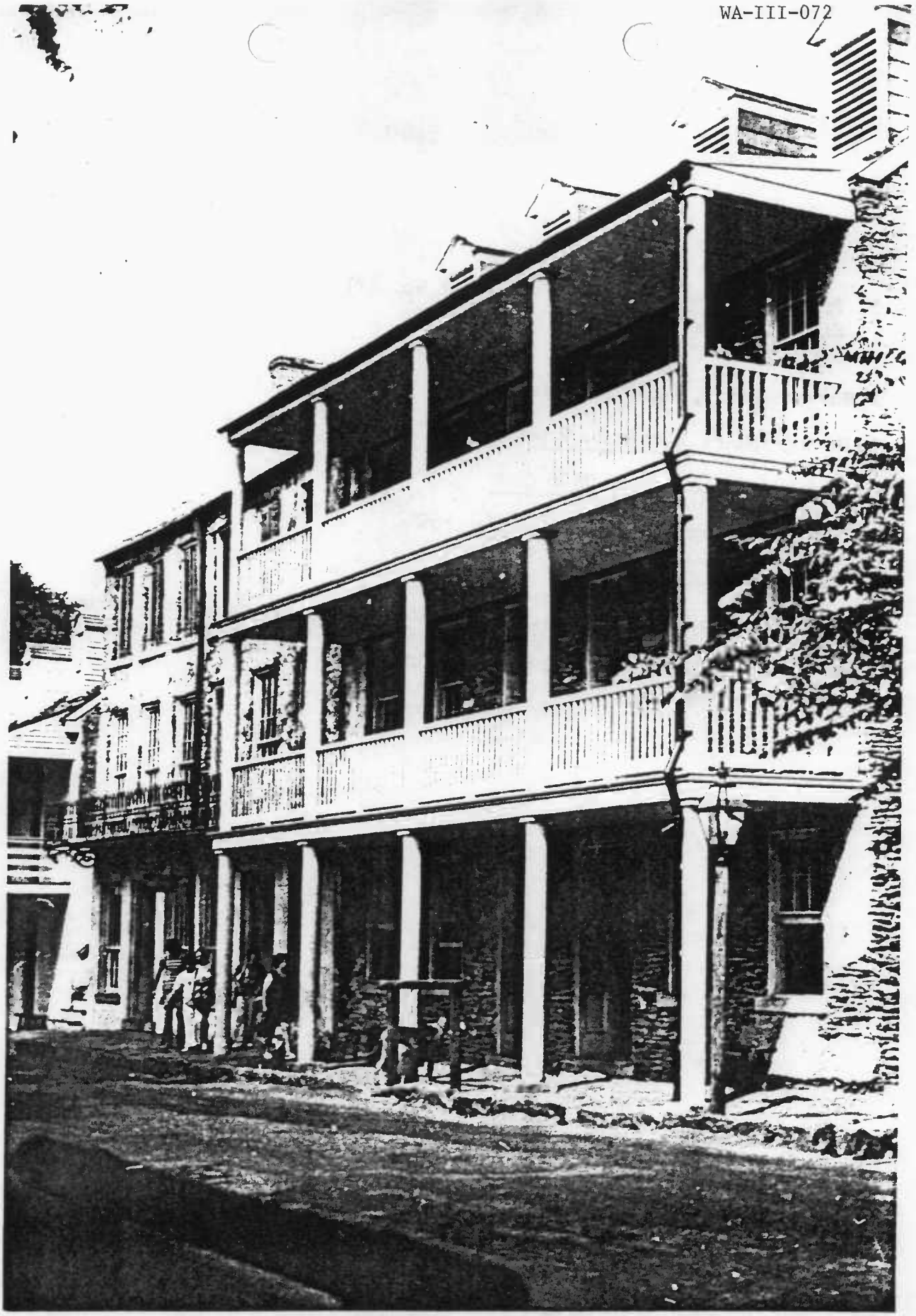
3. Photographer: Neal Randell

4. Date of Photo: January 1975

5. Harpers Ferry Negative No. NHF-, 3497.
located in Photo Collections of
Harpers Ferry NHP.

6. Description: South(front or Shenandoah Street0 elevation of Bldg. No. 44. At left, exterior stairs leading to Masonic Hall on the 3rd floor of Bldg. 44.

7. Photograph No. 35.



1. Park Building No. 43 (Wager Lot No. 47)
Historical Name: McCable-Marmion Bldg.
Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Martin R. Conway

4. Date of Photo: July 1976

5. Harpers Ferry Negative No. NHF-3659.
located in Photo Collections of
Harpers Ferry NHP.

6. Description: Center: Bldg. 43 with three-story reconstructed porch on south(front or Shenandoah Street) elevation. To left(west) front of Bldg. 44 and at extreme left, part of Bldg. 45.
7. Photograph No. 34.

WA-III-072

1. Park Building No. 16 (Wager Lot No. 16)
Historical Name: Frederick A. Roeder's House
Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

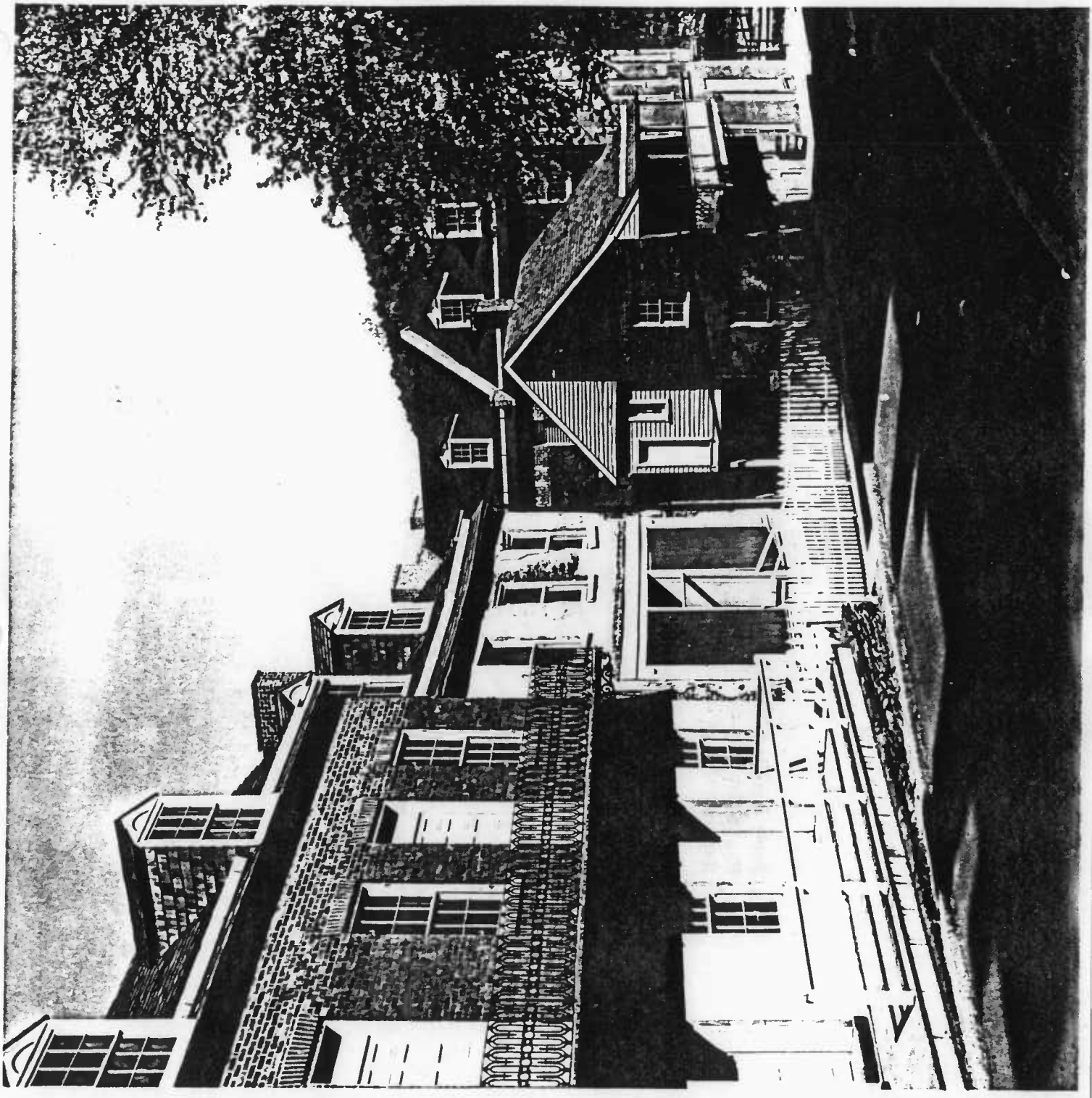
3. Photographer: Neal Randell

4. Date of Photo: January 1975

5. Harpers Ferry Negative No. NHF-, 3505..
located in Photo Collections of
Harpers Ferry NHP.

6. Description: West(front or High Street) elevation of Bldg. No. 16. Part of Bldg. 15 at right. Jones or Hog Alley at left.
7. Photograph No. 25.

WA-III-072



1. Park Building No. 16, 15, and 12A (Wager Lots 15-16)
Historical Name: Frederick A. Roeder Building
Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Edwin Fitzpatrick

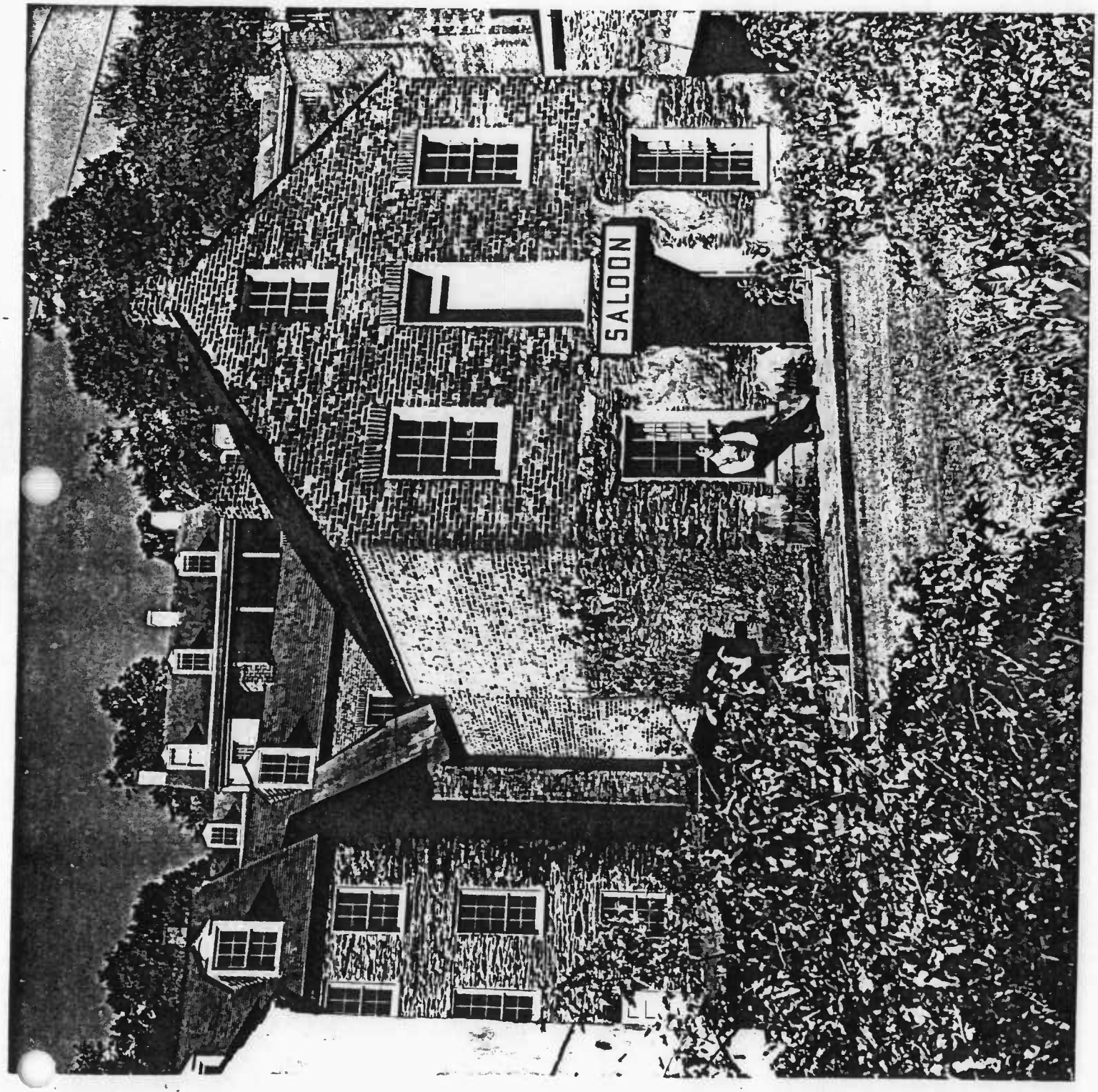
4. Date of Photo: June 1974

5. Harpers Ferry Negative No. NHF-, 3446
located in Photo Collections of
Harpers Ferry NHP.

6. Description: West(front or High Street) elevations, from left to right, of Bldgs. 16,15, , 12A, and Bldg. 12 at corner.

7. Photograph No. 26.

WA-III-072


SALOON

NHT - 3449

1. Park Building No. 5 (Wager Lot 16)
Historical Name: Frederick A. Roeder's Store
Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

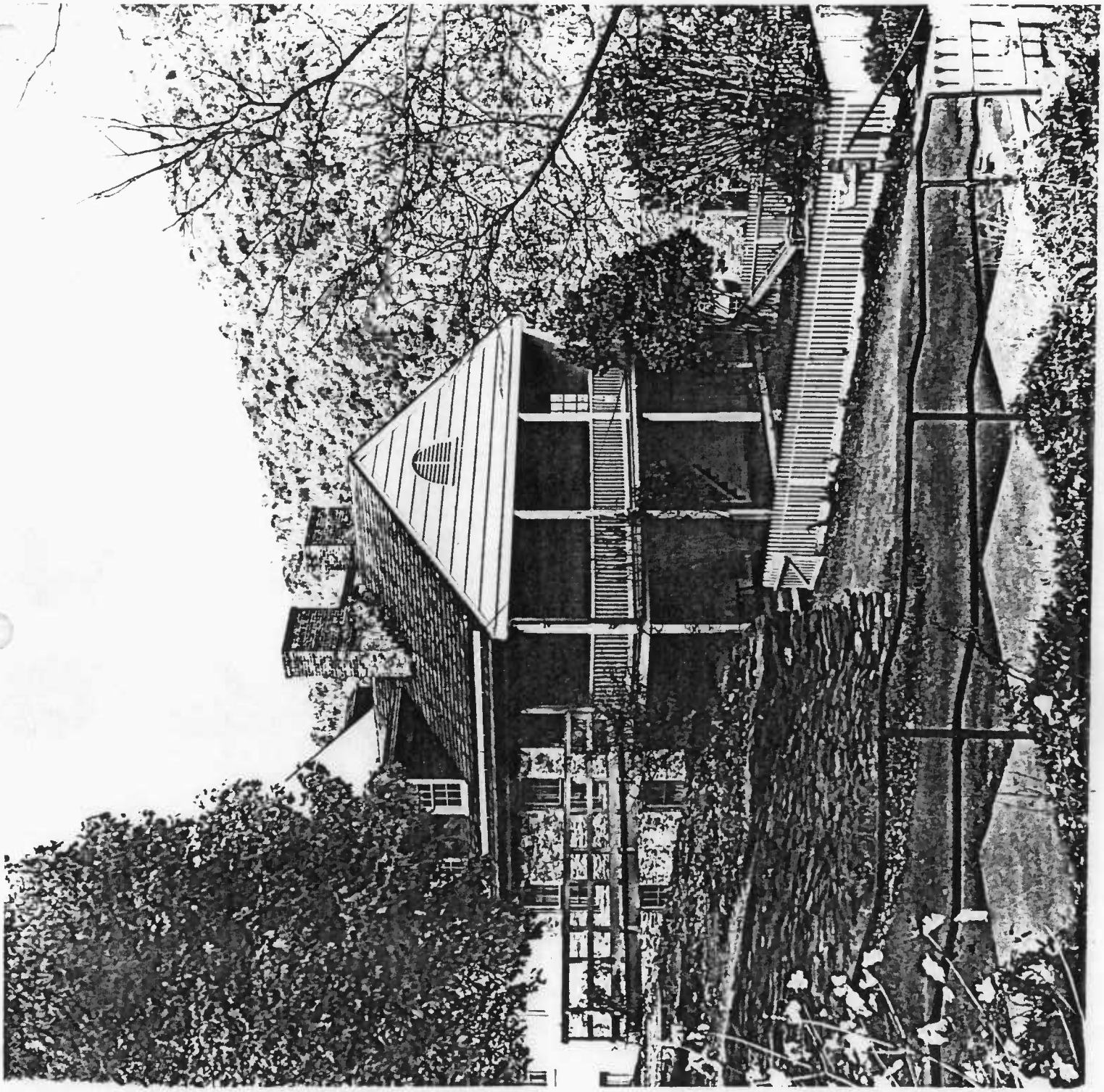
3. Photographer: Edwin Fitzpatrick

4. Date of Photo: June 1974

5. Harpers Ferry Negative No. NHF-, 3449
located in Photo Collections of
Harpers Ferry NHP.

6. Description: South side and East(front or Potomac Street) elevation of Bldg. 5(rear elevation of Bldg. 15 to left.
7. Photograph No. 11.

WA-III-072



1. Park Building No. 1A , Wager Lot 45
Historical Name: Harper House
Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Edwin Fitzpatrick

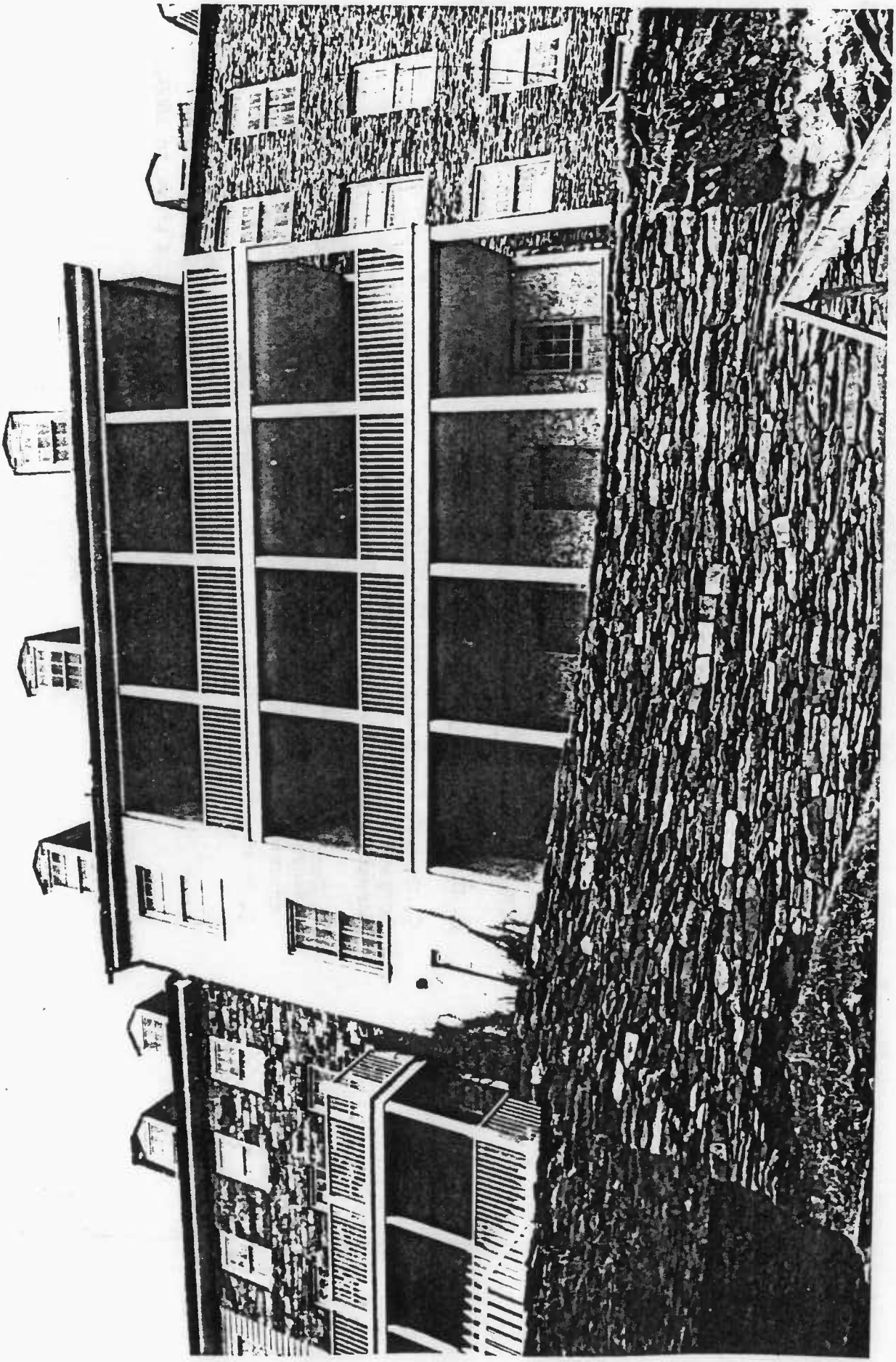
4. Date of Photo: 1974

5. Harpers Ferry Negative No. HF-3457
located in Photo Collections of
Harpers Ferry NHP.

6. Description: View of west elevation and south side(with two-story frame porch)of restored
Harper House.

7. Photograph No. 4 .

WA-III-072



NUMBER:
SUBJECT OR TITLE: MARMION HALL 1-B
NEGATIVE ON FILE: X YES ____ NO
LOCATION OF PIX:
COMMENTS: Also known as "Wager House" Bldg 1-B East Side Facing High St.
Taken by Neal Randell, Pk. Tech Mar/Apr '78

1. Park Building No. 1A, 1B, and 1C
Historical Name: Harper House, Wager House, and the 2nd Marmion Tenant House
Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Neal Randell

4. Date of Photo: April 1978

5. Harpers Ferry Negative No. NHF-, located in Photo Collections of Harpers Ferry NHP.

6. Description: The east elevations of (left to right), part of Harper House, all of the Wager House, and part of the 2nd Tenant House. The exteriors of all these structure have been restored to their 1859-65 appearance.

7. Photograph No. 67.

In the foreground, below the stone wall and cliff, are Wager Lots 54 and 55, which were covered with three story stone and brick buildings prior to 1865.

WA-III-072

NUMBER:
SUBJECT OR TITLE: Harper House 1-A
NEGATIVE ON FILE: x YES ____ NO
LOCATION OF PIX:
COMMENTS: East side facing High St. portions of Bldgs. 32 1-B in view
Taken by Neal Randell, PK. Tech. mar/Apr '78

1. Park Building No. 1A, 1B, and 3
Historical Name: Harper House, Wager House, and No. 3
Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Neal Randell

4. Date of Photo: April 1978

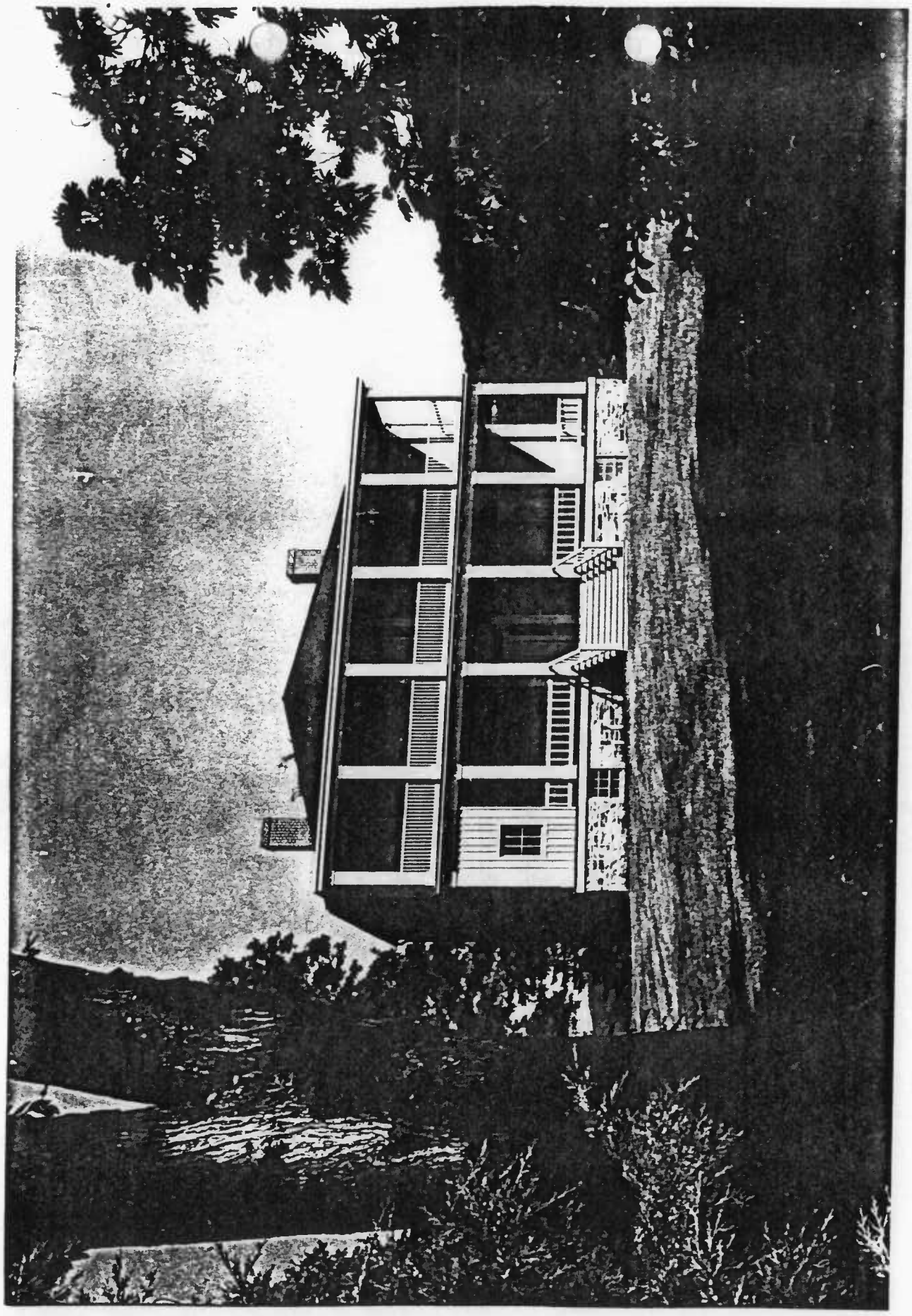
5. Harpers Ferry Negative No. NHF-,
located in Photo Collections of
Harpers Ferry NHP.

6. Description: At left, north(side) elevation of Bldg. No. 3, which is unrestored. Center, E. east elevations of Bldg. 1A, Harper House in center, and Bldg. 1 B, Wager House or Marmion Hall at right. The exteriors of both 1A and 1B have been restored to their 1859-1865 appearance.

7. Photograph No. 66.

The area in the foreground, below the stone wall and cliff, Wager Lots 53 and 54, were the sites of three story brick and stone houses prior to 1865.

WA-III-072



1. Park Building No. 56 (Camp Hill, Storer College), Filmore Street.
Historical Name: Lockwood House (Paymaster's Quarters)
Harpers Ferry National Historical Park (Armory Dwelling No. 32).

2. Harpers Ferry, West Virginia

3. Photographer: Lee Allen

4. Date of Photo: Fall 1972

5. Harpers Ferry Negative No. NHF -, 3393
located in Photo Collections of
Harpers Ferry NHP.

6. Description: West (front) elevation and north side of Bldg. No. 56, showing reconstructed two-story porch.

7. Photograph No. 39.

WA-III-072

1. Park Building No. 59 (Storer College, Camp Hill) Fillmore Street.
Historical Name: Anthony Hall (Commanding Officer's Quarters)
Harpers Ferry National Historical Park (Armory Dwelling No. 25).

2. Harpers Ferry, West Virginia

3. Photographer: Neal Randell

4. Date of Photo: January 1975

5. Harpers Ferry Negative No. NHF-, 3487.
located in Photo Collections of
Harpers Ferry NHP.

6. Description: The east or front elevation of Anthony Hall of Storer College. Left (south) wing, erected in 1848, was the quarters of the Superintendent of the Harpers Ferry Armory. Center section and north (right) wing were erected by Storer College in 1881. Bldg. 59 now called Conrad L. Wirth Hall, after a director of the National Park Service.

7. Photograph No. 44.

WA-III-072

WA-III-072

NUMBER: NHF-3466
SUBJECT OR TITLE: Cook Hall
NEGATIVE ON FILE: X YES, ____ NO
LOCATION OF PIX:
COMMENTS: (Bldg. 61 - Dorm) Front & West end of Bldg.

Taken 10/74

Property of
Harpers Ferry NHP

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HARPERS FERRY NATIONAL HISTORICAL PARK

PHOTOGRAPH BY:
EDWIN A. FITZPATRICK
827 JEFFERSON AVENUE
CHARLES TOWN, W. VA.
25414

DATE_____

1. Park Building No. 61 (Storer College, Camp Hill)
Historical Name: Permelia Eastman Cook Hall
Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Edwin Fitzpatrick

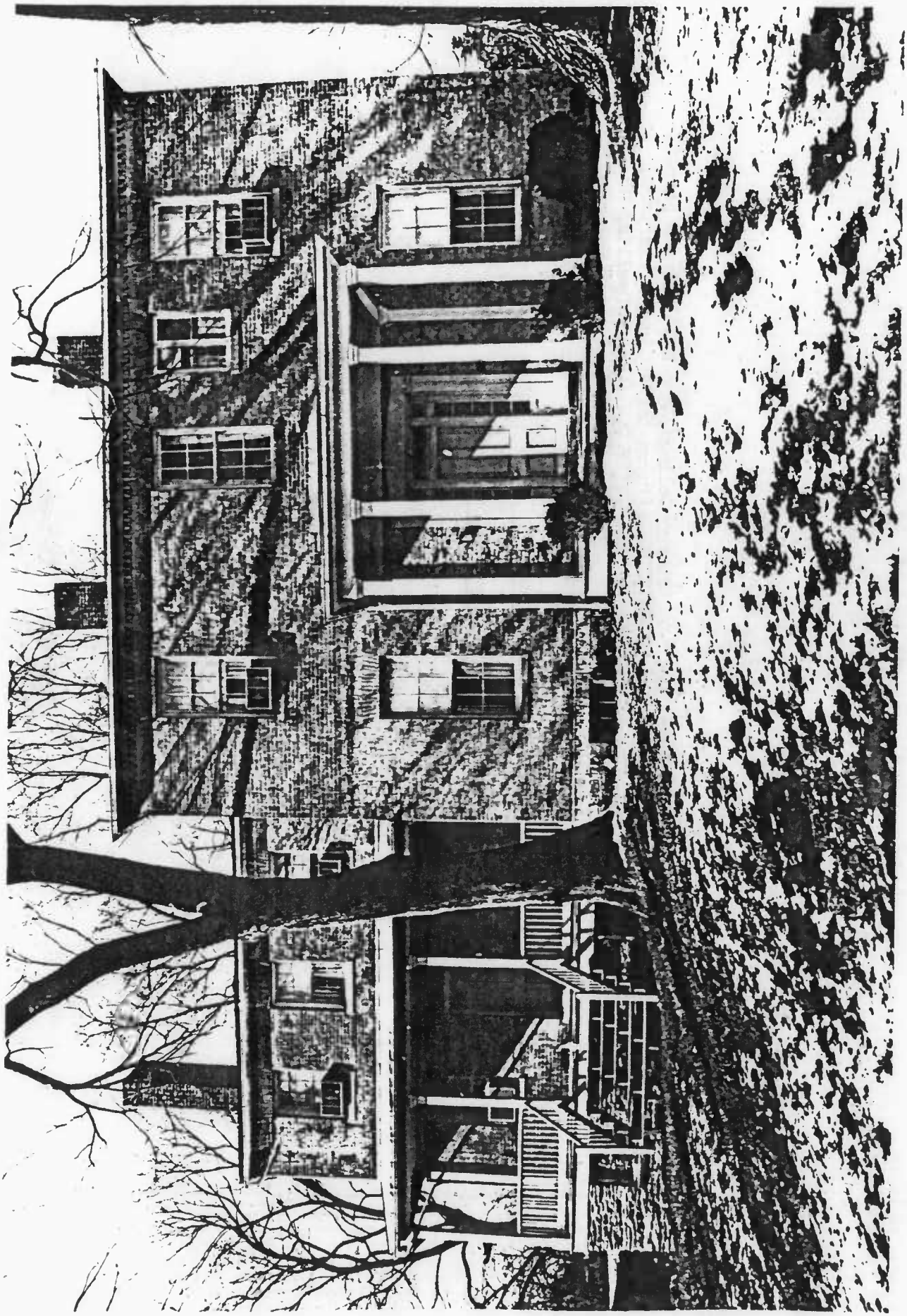
4. Date of Photo: October 1974

5. Harpers Ferry Negative No. NHF -, 3466.
located in Photo Collections of
Harpers Ferry NHP.

6. Description: North or front elevation and west end of Bldg. 61. Loudoun Heights visible in background.

7. Photograph No. 45.

WA-III-072



1. Park Building No. 58 (Storer College, Camp Hill) Filmore Street.
Historical Name: Morrell House (Paymaster's Clerk's Quarters)
Harpers Ferry National Historical Park (Armory Dwelling No. 30).

2. Harpers Ferry, West Virginia

3. Photographer: Neal Randell

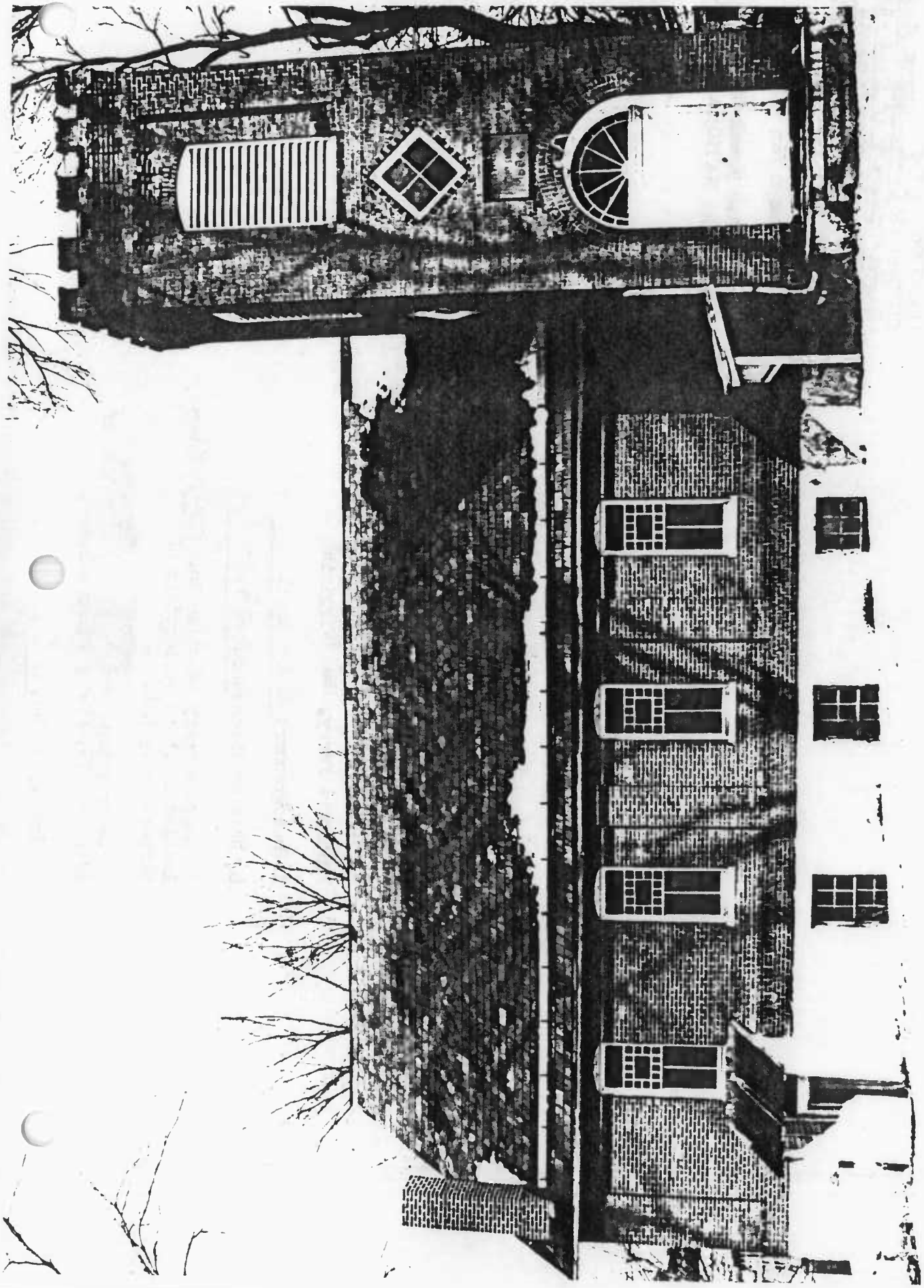
4. Date of Photo: January 1975

5. Harpers Ferry Negative No. NHF-, 3529.
located in Photo Collections of
Harpers Ferry NHP.

6. Description: East or front elevation of Bldg. 58;
rear service wing to left; Filmore Street to right.

7. Photograph No. 43.

WA-III-072



NUMBER: NHF-3482
SUBJECT OR TITLE: Baptist church
NEGATIVE ON FILE: X YES ___ NO
LOCATION OF FIX:
COMMENTS: Curtis-~~[illegible]~~ Freewill Baptist Church at Wash. & Jackson St. Storer College Church

Property of
Harpers Ferry NHP

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HARPERS FERRY NATIONAL HISTORICAL

PHOTO BY: NEAL RANDELL
HARPERS FERRY, W. VA.
DATE Jan 1975

1. Park Building No. 75 (Storer College, Camp Hill), Jackson Street.
   Historical Name: Curtis Freewill Baptist Church
   Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Neal Randell

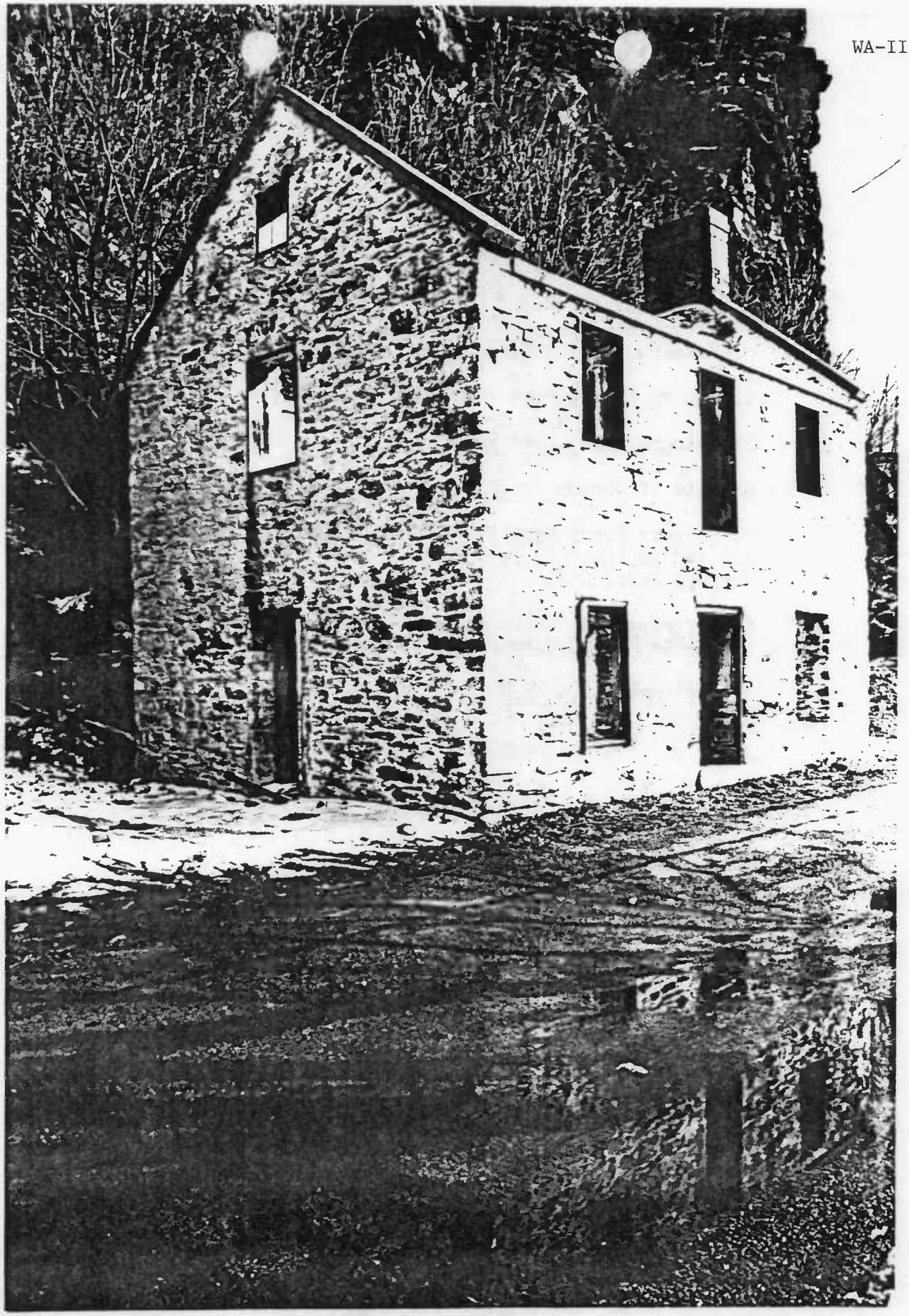
4. Date of Photo: January 1975

5. Harpers Ferry Negative No. NHF-, 3482-A,
located in Photo Collections of
Harpers Ferry NHP.

6. Description: South(front) elevation of
Bldg. No. 75, facing Filmore Street.

7. Photograph No. 48 .

WA-III-072



1. Park Building No. 80 (Harpers Ferry Road, Lock # 33, C. & O Canal,
   Historical Name: Salty Dog Tavern Maryland.)
   Harpers Ferry National Historical Park

2. Harpers Ferry, West Virginia

3. Photographer: Neal Randell

4. Date of Photo: January 1975

5. Harpers Ferry Negative No. NHF - 3526.
located in Photo Collections of
Harpers Ferry NHP.

6. Description: North end(left) and west(front) elevation of Bldg. No. 80 ruins.

7. Photograph No. 49 .

Survey # WA-III-072
Maryland Heights
Street Address: Summit, Elk Ridge
Town, State Harpers Ferry vicinity, WV
private ___, public X

Approximate date September 13-15, 1862

Maryland Heights is the name given to the promontory on Elk Ridge where it drops steeply at the north edge of the Potomac River. This high ground overlooks the confluence of the Potomac and Shenandoah Rivers and the town of Harpers Ferry located at the confluence. Elk Ridge is quite steep at this point and the only access to the heights is by foot trails. To the east of Maryland Heights is Pleasant Valley, between Elk Ridge and South Mountain, and to the west is the Hagerstown Valley, part of the larger limestone Cumberland Valley. The steep sides of the mountain and the stony soil has limited human habitation and usage of Maryland Heights to charcoal hearths, Civil War fortifications and a few domestic sites occupied by poorer individuals who could not afford the more productive land in the valleys.

In the context of this survey form, Maryland Heights is important for its role in the Civil War Maryland Campaign of September, 1862. Taking the Federal garrison at Harpers Ferry was one of Robert E. Lee's objectives for the Confederate campaign. The possession of Maryland Heights was necessary to accomplish the capture of Harper's Ferry below.

Photo Reference: Photo #

Form Prepared By: Paula S. Reed, PhD and Edith B. Wallace
Woodward-Clyde
200 Orchard Ridge Drive
Gaithersburg, MD 20878

Date: February, 1998

Maryland Historical Trust
State Historic Sites Inventory Form

Survey No. WA-III-072

Magi No.

DOE ___ yes ___ no

1. Name of Property (indicate preferred name)

historic Maryland Heights

and/or common

2. Location

street & number Terminus, Elk Ridge, at the Potomac River ___ not for publication

city, town Sandy Hook _X_ vicinity of congressional district 6

state Maryland county Washington

3. Classification

Category	Ownership	Status	Present Use	
___ district)	_X_ public	_X_ occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	_X_ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
_X_ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	_X_ yes: unrestricted	___ industrial	___ transportation
	_X_ not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name USA Harpers Ferry National Historical Park

street & number telephone no.:

city, town Harpers Ferry state and zip code WV 254

5. Location of Legal Description

courthouse, registry of deeds, etc. Washington County Court House Liber

street & number West Washington Street Folio

city, town Hagerstown state MD

6. Representation in Existing Historical Surveys

title Maryland Heights Archeological and Historical Resources Study

date 1989 _X_ federal ___ state ___ county ___ local

depository for survey records National Park Service, National Capitol Region

city, town Washington state DC

7. Description

Survey No. WA-III-072

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
___ good	_X_ ruins	_X_ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Maryland Heights is the name given to the promontory on Elk Ridge where it drops steeply at the north edge of the Potomac River. This high ground overlooks the confluence of the Potomac and Shenandoah Rivers and the town of Harpers Ferry located at the confluence. Elk Ridge is quite steep at this point and the only access to the heights is by foot trails. To the east of Maryland Heights is Pleasant Valley, between Elk Ridge and South Mountain, and to the west is the Hagerstown Valley, part of the larger limestone Cumberland Valley. The steep sides of the mountain and the stony soil has limited human habitation and usage of Maryland Heights to charcoal hearths, Civil War fortifications and a few domestic sites occupied by poorer individuals who could not afford the more productive land in the valleys.

An extensive network of road traces and charcoal hearths remain today as testimony of the charcoaling operation which took place on Maryland Heights as part of the activity of the Antietam Ironworks which was in production from 1810-1843.

Seven Civil War fortifications are to be found within the 763-acre boundary of the National Park Service holdings on Maryland Heights. Constructed by Union soldiers in 1862 and 1863, portions of these earth and stone works remain today. Apparently, the only Civil War remnant that dates to the Maryland Campaign of 1862 is a naval battery which was located on the southwest slope of the mountain, and included seven guns. Breastworks were also constructed on the mountain top in September of 1862, just prior to the Confederate attack.

Also on Maryland Heights are Civil War era campground sites which were occupied from May of 1862-July 1865.

In 1848, 13,000 acres from Antietam Ironworks was subdivided into lots, with 30 of them being around Maryland Heights. The lots were long and narrow, extending from the base up the mountain. Those that had domestic improvements for the most part constructed them near the base of the mountain where there was good road access.

Most of these remnants of occupation of Maryland Heights are archaeological in nature. They are fully described and mapped in a report by the Harpers Ferry National Park entitled "Maryland Heights: Archaeological and Historical Resources Study," 1989.

The Maryland Heights, as circumscribed by the National Park Service boundaries includes 763 acres.

8. Significance

Survey No. WA-III-072

Period	Areas of Significance	Check and justify below		
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400-1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500-1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600-1699	___ architecture	___ education	_x_ military	___ social/ humanitarian
___ 1700-1799	___ art	___ engineering	___ music	
_X_ 1800-1899	___ commerce	___ exploration/settlement	___ philosophy	___ theater
___ 1900-	___ communications	___ industry	___ politics/government	___ transportation
		___ invention		___ other(specify)

Specific dates September 14, 1862 **Builder/Architect**

check: Applicable Criteria: _X_ A ___ B ___ C ___ D

and/or

Applicable Exceptions: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Level of Significance: _X_ national ___ state ___ local

Prepare both a summary paragraph of significance and a general statement of history and support.

Maryland Heights in southern Washington County is significant for its role in the Maryland Campaign of 1862. It is also important as a fortification and encampment site throughout the Civil War and for its contribution to the history of the iron industry in central and western Maryland. These areas have been well documented by the National Park Service in a report by Susan W. Frye and Dennis E. Frye, entitled "Maryland Heights: Archaeological and Historical Resources Study," 1989. This survey form is concerned with the September, 1862 aspect of the history of Maryland Heights.

The discovery on September 13, 1862 of General Robert E. Lee's Special Order #191, the Lost Order, in a field near Frederick where the Confederates had camped precipitated the march of the Army of the Potomac toward South Mountain along the Old National Pike. The turnpike crossed the mountain running west toward the center of Lee's divided army. Had Union commander, George B. McClellan approached the mountain with speed, as he had indicated he would to President Lincoln, the Battle of South Mountain and the siege of Harpers Ferry might have ended differently.[1]

The Special Order #191 detailed General Lee's deployment of the Army of Northern Virginia in September 1862. In addition to the siege of Harper's Ferry by three divisions under Stonewall Jackson from the west and two divisions under Lafayette McLaws from the northeast, the orders described the location of Robert E. Lee and James Longstreet with two divisions at Hagerstown and D.H.Hill's division, alone at Boonsboro, just below Turner's Gap. With the knowledge of the divided nature of Lee's army on the west side of South Mountain, and the small defensive line at the passes, McClellan felt confident in his army's ability to catch Lee's forces in this vulnerable position. However, McClellan's infamous cautiousness and over-estimation of the size of his opponent, delayed the movement of the Army of the Potomac for half a day. The result of his slow approach to the pass at South Mountain was to give the Confederate defenders time to reinforce their tenuous position, complete the taking of Harpers Ferry and begin pulling their divided army together again at Sharpsburg.

By moving to the west from the Piedmont area of Virginia to the Great Valley beyond the Blue Ridge, Robert E. Lee's Army of Northern Virginia had to switch his route for supplies and communications to the Shenandoah Valley. The Federal garrison at Harpers Ferry was an obstacle to Lee's plans, and he therefore ordered a portion of his army to capture or destroy the Union garrison. When this work was completed, the Confederate forces at Harpers

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[1]Stephen W. Sears, "Fire on the Mountain," **Blue and Gray**, December-January, 1986-86, p. 11

were to travel north and rejoin the rest of the Confederate army at Boonsboro.

The capture of Maryland Heights became the assignment of Major General Lafayette McLaws, with 8,000 men. On September 12, 1862, Joseph Kershaw's South Carolina brigade and William Barksdale's Mississippi brigade ascended Elk Ridge by way of Solomon's Gap from Pleasant Valley and made their way south along the mountain crest on an old, overgrown charcoal trail.[2] General McLaws wrote in his report of the action, "Understanding that there was a road running from the top of Solomon's Gap along the ridge to the heights commanding Harper's Ferry, I directed General Kershaw, with his brigade and that of General Barksdale, to proceed along that road and carry the heights, using infantry alone, as the character of the country forbade the use of any other arm."[3] McLaws continued, "On the 13th, General Kershaw--after a very sharp and spirited engagement through the dense woods and over a very broken surface, there being no road from the point where he had ceased operation the night previous, and across two abatis, the last quite a formidable work, the east and west sides being precipices of 30 or 40 feet, and across the ridge were breastworks of heavy logs and large rocks--succeeded in carrying the main ridge, where the enemy had a telegraph station and by 4:30 p.m. we had possession of the entire heights..."[4]

Colonel Thomas H. Ford of the 32nd Ohio Volunteer Infantry commanded the brigade of Federal troops defending Maryland Heights. Upon receiving his assignment on September 5th, Ford learned that there were not enough fortification on the heights. Therefore, breastworks were constructed across the crest on September 11th.

The battle on the crest began about 6:30 a.m. on Saturday the 13th. While Kershaw's men advanced along the crest, Barksdale's brigade moved down the east slope in an attempt to flank the Federal right at their breastworks.[5] Soon, the defense at the Federal breastworks collapsed, and by 10:30 after four hours of fighting, the Confederates possessed the breastworks. The Federals regrouped on the crest, about 400 yards south of their former position at the breastworks. Then, after three hours of no action, the Federals were inexplicably ordered by Thomas H. Ford to withdraw back to Harpers Ferry. This they did, after spiking and toppling the guns of their naval battery off their carriages.[6]

The Confederate infantry under McLaws now occupied Maryland Heights, but could do little to threaten the Union garrison without artillery. Therefore, McLaws men worked on opening an abandoned charcoal road up the east slope of the mountain so that artillery could be brought up. This was accomplished by

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[2]Susan W. Frye and Dennis E. Frye, "Maryland Heights Archeological and Historical Resources Study," Harpers Ferry National Park, 1989, p. 61.

[3]Jay Luvaas and Harold W. Nelson, eds. **The US Army War College Guide to the Battle of Antietam**, New York: Harper Collins, 1987, p. 90-91.

[4]War College Guide, p. 91.

[5]Frye, "Maryland Heights Report," p. 63.

[6]Ibid. p. 64.

early afternoon on September 14th and the Confederates began bombarding Harpers Ferry. By 9:00 a.m. on September 15th, the Union garrison surrendered, and later that afternoon, McLaws withdrew his artillery from Maryland Heights and crossed the Potomac River at Harpers Ferry to avoid the advancing Union VI Corps which was moving dow Pleasant Valley from Crampton's Gap.[7]

[7]Ibid. p. 65.

HISTORICAL CONTEXT:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Western Maryland

Chronological/Developmental Period(s):

Agricultural-Industrial Transition, A.D. 1815-1870

Prehistoric/Historic Period Theme(s):

Military

Resource Type:

Category: Site

Historic Environment: Rural

Historic Function(s) and Use(s):

Military/fortification

Known Design Source: None

9. Major Bibliographical References

Survey No. WA-III-072

Books

Hartwig, D. Scott, Civil War Regiments, A Journal of the American Civil War, Vol 5, #3, "Antietam, the Maryland Campaign of 1862". Article entitled "My God, Be Careful! The Morning Battle of Fox's Gap", Savas Publishing Co., Campbell, CA, 1997.

Luvaas, Jay and Harold W. Nelson eds., The U.S. Army War College Guide to the Battle of Antietam, The Maryland Campaign of 1862, Harper Collins Publishers, Washington, 1987.

Murfin, James V., The Gleam of Bayonets, The Battle of Antietam and Robert E. Lee's Maryland Campaign, September 1862, Thomas Yoseloff, New York, 1965.

Roth, Dave, "The General's Tour of South Mountain", Blue & Gray Magazine, Dec-Jan, 1986-87.

Schildt, John W., The Ninth Corps, At Antietam, Chewsville, Maryland, 1988.

Sears, Stephen W., "Fire On The Mountain, The Battle of South Mountain September 14, 1862", Blue & Gray Magazine, Dec-Jan, 1986-87.

Sears, Stephen W., Landscape Turned Red, The Battle of Antietam, Ticknor and Fields, New York, 1983.

Swinton, William, Army of the Potomac, Smithmark Publisher, New York, 1995.

U.S. War Department, The War of Rebellion: A Compilation of the Official Records of the Union and Confederate Armies, Series I, Vol XIX, Parts I and II, Government Printing Office, Washington, 1880-1901.

Manuscripts

Frye, Dennis, National Register Nomination Form, South Mountain Battlefields F-4-17-A,B,C, 1986.

Frye, Susan W. and Dennis E. "Maryland Heights Archeological and Historical Study" NPS, 1989.

Maps

The Official Military Atlas of the Civil War, Plate 27, Gramercy Books, New York, 1983.

Engineers Maps, 1862, National Register Nomination, South Mountain Battlefields F-4-17-A,B,C, 1986.

Macombe Map, 1861.

10. Geographical Data

WA-III-072

Acreage of nominated property approximately 763

Quadrangle name Harpers Ferry

Quadrangle scale 1:24,000

UTM References DO NOT COMPLETE UTM REFERENCES

		Zone	Easting	Northing
A				
B				
C				
D				
E				
F				
G				
H				

Verbal boundary description and justification

The property includes all that which is held by the National Park Service as the Maryland Heights section of the Harpers Ferry National Park.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

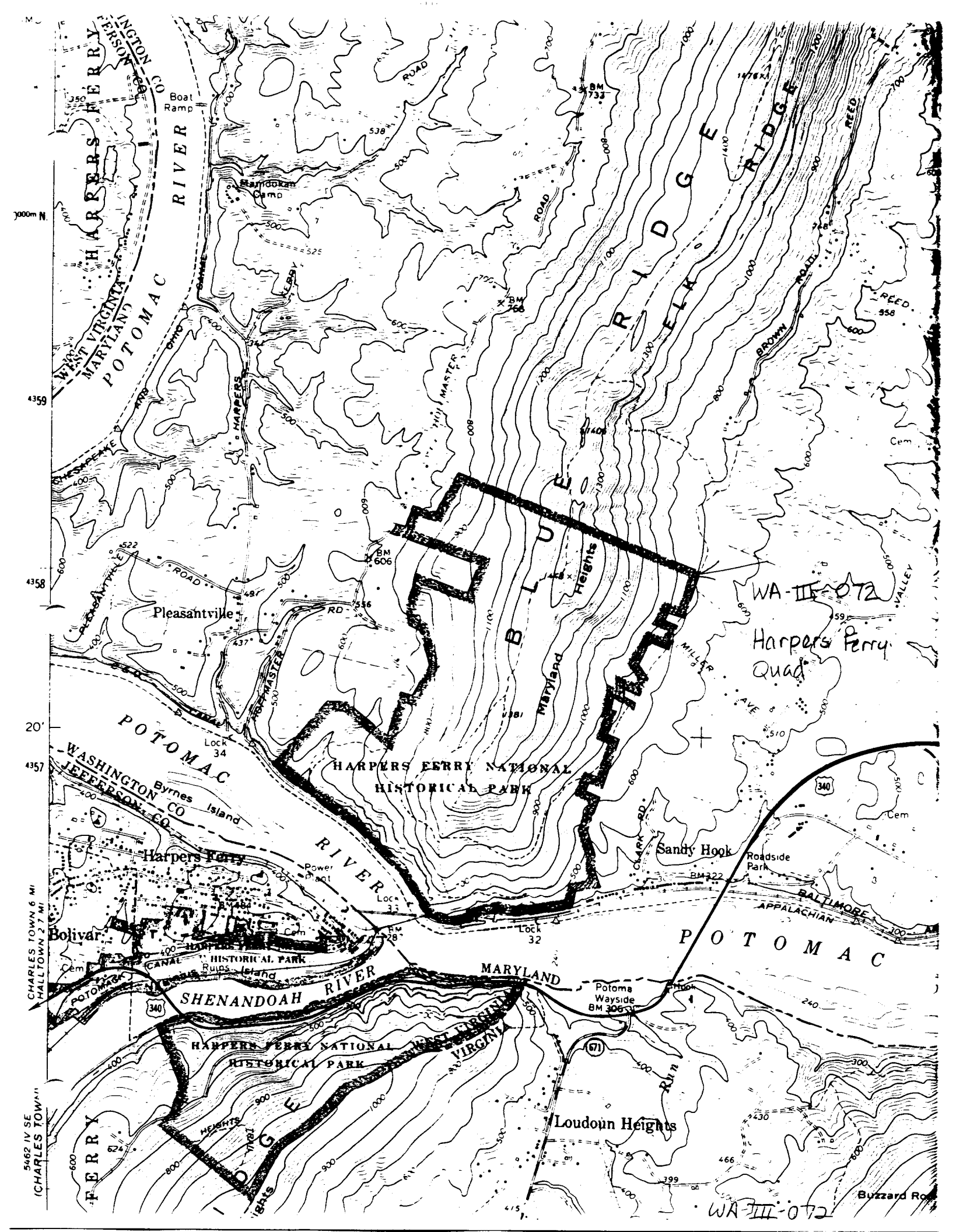
11. Form Prepared By

name/title	Paula S. Reed, PhD and Edith B. Wallace		
organization	Woodward-Clyde	date	2/98
street & number	200 Orchard Ridge Drive	telephone	301-739-2070
city or town	Gaithersburg	state	MD 20878

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
People's Resource Center
100 Community Place
Crownsville, MD 21032-2023
410-514-7000



WA-III-072
Harpers Ferry Quad
HARPERS FERRY
WEST VIRGINIA
MARYLAND
POTOMAC RIVER
Boat Ramp
Manidokan Camp
BLUE RIDGE
ELK RIDGE
Maryland Heights
Pleasantville
HARPERS FERRY NATIONAL HISTORICAL PARK
Lock 34
Lock 33
Lock 32
Byrnes Island
WASHINGTON CO
JEFFERSON CO
Harpers Ferry
Power Plant
Bolivar
Ruins Island
SHENANDOAH RIVER
MARYLAND
Potoma Wayside
Sandy Hook
Roadside Park
BALTIMORE
APPALACHIAN
Loudoun Heights
Buzzard Ro
CHARLES TOWN 6 MI
HALLTOWN 2.7 MI
5462 IV SE
(CHARLES TOWN)
WA-III-072

WA-III-072
Maryland Heights
Washington Co, Maryland
Edith B Wallace
14 March 1990
Maryland SHPO
Views SW from Brownsville Church of the Brethren, MD 67

1/1