

and to respect all other property. These orders were strictly followed, much to the surprise of the inhabitants.

After leaving Chambersburg, which place is about twenty-five miles from McConnellsburg, Gilmor made a wide circuit westward, and rejoined Steuart's Brigade at Shippensburg, on its way to Carlisle. When within a few miles of that place Gilmor was ordered down the York road, his command passing through Papertown and Petersburg to Cashtown, and thence to Gettysburg, where Gilmor had orders to report to General Ewell.

Upon reaching Gettysburg on July 1 the command found the battle in progress, and it was at once ordered to the support of Pogue's and Carter's batteries. Major Gilmor posted his men in a ravine in rear of the batteries, and consequently suffered no loss from the severe artillery fire that was delivered by the Federal batteries.

Major Ridgely Brown reached Gettysburg on the 2d, and he at once assumed command of the battalion. This gallant officer had been absent since the fight at Greenland Gap, when he was severely wounded.

During the remainder of the fighting around Gettysburg the companies of the battalion were much scattered, having been detailed for various duties, and consequently did not participate in the great cavalry battle on the Confederate left, as some writers have asserted.

When the army fell back on the 4th the battalion was assigned to the duty of protecting Ewell's wagon trains, but on a different road to that taken by Captain Bond with Company A, and, owing to the length of the train, the companies were much drawn out.

In the meantime the enemy was not idle. On the morning of the 4th Kilpatrick moved from Gettysburg, and was ordered to attack the trains which were passing along the Fairfield road leading toward Waynesboro. Leaving Emmittsburg in the afternoon, Kilpatrick joined Huey's Brigade near that place, and moved on to Monterey Gap. Two roads leading westward from Fairfield cross the mountains, one on the north and the other south of Jack Mountain. Upon the northern road General Ewell's trains were passing. General Robertson was in the vicinity of Fairfield with five regiments of cavalry, having a picket at the intersection of the Emmittsburg road. When Kilpatrick attacked this picket it retired in the direction of Fairfield, leaving no force of Robertson's on the road to Monterey Gap.

By a fortuitous circumstance someone had placed Captain Emack with his company on this road, and farther back was Captain Warner G. Welsh with Company D, First Maryland. The enemy attacked Emack and his gallant little command with great fury, but were repulsed and held in check for some time by this handful of brave Marylanders.

The following extract from a letter written by Captain Emack descriptive