| **1 NAME** |
| HISTORIC |
| Harpers Ferry National Historical Park |
| AND/OR COMMON |

| **2 LOCATION** |
| STREET & NUMBER |
| CITY, TOWN | __ VICINITY OF | CONGRESSIONAL DISTRICT |
| Harpers Ferry | | 2nd |
| STATE | CODE | COUNTY | CODE |
| West Virginia | 54 | Jefferson | 037 |

| **3 CLASSIFICATION** |
| CATEGORY | OWNERHIP | STATUS | PRESENT USE |
| __DISTRICT | X_PUBLIC | X_OCCUPIED | __AGRICULTURE |
| _BUILDING(S) | _PRIVATE | _UNOCCUPIED | __COMMERCIAL |
| _STRUCTURE | _BOTH | _WORK IN PROGRESS | __EDUCATIONAL |
| _SITE | PUBLIC ACQUISITION | ACCESSIBLE | __ENTERTAINMENT |
| _OBJECT | IN PROCESS | _YES ACCESSIBLE | __GOVERNMENT |
| | BEING CONSIDERED | _YES RESTRICTED | __INDUSTRIAL |
| | | _YES UNRESTRICTED | __MILITARY |
| | | _NO | __OTHER |

| **4 AGENCY** |
| REGIONAL HEADQUARTERS (if applicable) |
| National Capital Region, National Park Service |
| STREET & NUMBER |
| 1100 Ohio Drive, S.W. |
| CITY, TOWN | STATE |
| Washington | 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 | STATE |
| Charles Town | West Virginia |

| **6 REPRESENTATION IN EXISTING SURVEYS** |
| TITLE |
| DATE |
| 1956-61 |
| DEPOSITORY FOR SURVEY RECORDS |
| Library of Congress |
| CITY, TOWN | STATE |
| Washington | D.C. |
DESCRIPTION

<table>
<thead>
<tr>
<th>CONDITION</th>
<th>CHECK ONE</th>
<th>CHECK ONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>X EXCELLENT</td>
<td>X ALTERED</td>
<td>X ORIGINAL SITE</td>
</tr>
<tr>
<td>X GOOD</td>
<td>_UNALTERED</td>
<td><em>MOVED DATE</em></td>
</tr>
<tr>
<td>X FAIR</td>
<td>X RUINS</td>
<td></td>
</tr>
<tr>
<td>X DETERIORATED</td>
<td>X UNEXPOSED</td>
<td></td>
</tr>
</tbody>
</table>

DESCRIPT 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)
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 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 roadway 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,
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.

*See page 42.
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.
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 arm-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 former 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
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 I, 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
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 1859.

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.

(continued)
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.
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 R. Johnson, an armorer, and was apparently rented as a dwelling by Francis M. Pine, a clerk.

(continued)
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 Gallagher, a liquor dealer.

Lot No. 10 was the site of House No. 46, erected by the United States between 1811 and 1836. 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.
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 (continued)
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 used 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 1863 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.

(continued)
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 1801 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-46' 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 Mill 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, grist mill, 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.

(continued)
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 was 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.

(continued)
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.

(continued)
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 gingerbread 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.

(continued)
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 carriage making shop (Bldg. No. 4), 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'.

(continued)
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.

(continued)
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.

(continued)
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 foundations remain may be present.

The Warehouse (Bldg. No. 12) was designed by Maj. Henry K. Craig and erected in 1844-45 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

(continued)
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-quarters 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 culverts for the tail races from the Armory workshops. The wall was built 20' out from a similar river wall built by the Armory in 1827-39, 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.

(continued)
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 Harper's Ferry to Winchester, was replaced with an iron truss span designed 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 W. L. Wagner and the upper two floors were residential. The structure was burned
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

(continued)
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 Fanny 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 buildings 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.
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.
Recent archeological investigations on Wager Lot No. 50 have revealed the foundations of an 18th century structure, possibly 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 (continued)
contained kitchens and pantries 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 or 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 Happers 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 Maroon 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,
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 1869 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
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.

(continued)
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 parged. 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.

(continued)
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 targetted 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 (continued)
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 dooryards. 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 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 tenement 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.

(continued)
Camp Hill

Camp Hill is the high ground north of the Virginia 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 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 at the corners of the rock to stabilize it. This was probably done by Edwin Tenney, a Harpers Ferry stonemason, under orders of Armory Superintendent Henry W. Crowe. 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

*There are no extant outbuildings.  
(continued)
<table>
<thead>
<tr>
<th>Item Number</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>34</td>
</tr>
</tbody>
</table>

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

*Removed after 1975

(continued)
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
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

(continued)
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 earthenworks 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.)

(continued)
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
ordinance 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 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-
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 northeast 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, pits, 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
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.

(continued)
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 eastermost 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 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).

(continued)
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 Mathur 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 Virginia. It will be largely below ground level.
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 pre-1870 buildings and industrial structures now represented only by subsurface remains comprise a great archaeological 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 Nager, 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)
MAJOR BIBLIOGRAPHICAL REFERENCES


GEOGRAPHICAL DATA
ACREAGE OF NOMINATED PROPERTY 2,385

UTM REFERENCES
SEE CONTINUATION SHEET

ZONE EASTING NORTHING 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
Virginia 54 Jefferson
Maryland 24 Washington
Virginia 51 Loudoun

FORM PREPARED BY
Charles W. Snell, Research Historian
National Park Service, Regional Historian

STREETS NUMBER
1100 Ohio Drive, S.W.

CERTIFICATION OF NOMINATION
STATE HISTORIC PRESERVATION OFFICER
RECOMMENDATION: PREVIOUSLY
YES NO

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

NOT A CONTRACT-DOCUMENT
MUST BE SIGNED

FEDERAL REPRESENTATIVE SIGNATURE

DATE 2-22-80

FEDERAL REPRESENTATIVE SIGNATURE

DATE 5-1-81

DIRECTOR OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE 4-9-81

DIRECTOR OF THE NATIONAL REGISTRY

DATE 5-1-81

DIRECTOR OF THE NATIONAL REGISTRY

DATE 4-9-81
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, Virginibus 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 Virginibus, on the north side of the Shenandoah just west of the town of Harpers Ferry. First claims in 1816, the water power of Virginibus was channeled by a Shenandoah dam and canal to mills and manufactories on the 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 Virginibus.

(continued)
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 of 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 Viriginus. 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
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.R.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

(continued)
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-
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 divided 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 reunit 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 placed his cannon there; Brig. Gen. John C. 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.

(continued)
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
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 and utilized them for its Interpretive Design Center and Mather Training Center. In a very different role, the Federal Government is again the dominant presence at Harpers Ferry.
CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

John Brown Raid: (Copies of all National Park Service research reports on file in Park Library).


Quarles, Benjamin, All for Freedom: Black and John Brown (New York, 1974).


Civil War:


Snell, Charles W., "1865 Historical Base Map for Bolivar Heights, W. Va.," dated February 24, 1960. HF-79B.

Snell, Charles W., "1865 Historical Base Map for Maryland Heights, Maryland," dated February 24, 1960. HF-79C.
Civil War: (Continued):


Snell, Charles W., "Documentation of 1865 Historical Base Map of Loudoun Heights, Va.," (Harpers Ferry NM, February 26, 1960), 18 pp. HF-79D.


Civil War (continued):


Upper and Lower Hall (U.S. Rifle Factory) Islands:


UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

Harpers Ferry NHP

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 4

Upper and Lower Hall (U.S. Rifle Factory) Islands (continued):


Loudoun Heights, Va.:

Smith, Philip R., "History of Loudoun Heights, Va., 1813-1880," (Harpers Ferry NM, June 9, 1959), 51 pages, 13 photos, 4 maps. HF-75A.

Island of Virginius:


Snell, Charles W., "A Short History of the Island of Virginius, 1816-1870," (NPS, Harpers Ferry NM, dated June 1, 1859), 69 pages, 18 photos, 5 maps. HF-29B.

U.S. Arsenal Square, Block A, Shenandoah Street:

U.S. Arsenal Square, Block A, Shenandoah Street: (continued):


Smith, Philip R., "History of the Large and Small Arsenals, 1796-1869, Block A, Lots 2 to 7, Shenandoah Street," (Harpers Ferry NM, December 19, 1958, revised April 29, 1959) 49 pages, 9 maps, and 6 photos. HF-24A.

Smith, Philip R., "History of the Superintendent's Old Office, 1833-1869, Arsenal Square, Block A, Lot 1, Shenandoah Street." (Harpers Ferry, December 19, 1958, revised April 29, 1959), 14 pages, 4 maps, 2 photos. HF-24B.

Shenandoah Street:

# National Register of Historic Places Inventory -- Nomination Form

## Kissling, Herbert H., "United States Musket Factory (at Harpers Ferry), 1796-1835." (Harpers Ferry NM, February 28, 1961), 117 pages. HF-25B.


## Jefferson's Rock:


## Storer College; Camp Hill:


## Smith, Philip R., "History of Superintendent's Clerk's Quarters, Camp Hill (Brackett House, Storer College), 1857-1867," (Harpers Ferry NM, March 27, 1959), 8 pages, 2 maps. HF-73.

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.
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
HARPERS FERRY
TROOP MOVEMENT MAP
AFTERNOON SEPTEMBER 13, 1862
National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☐ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

Historic Properties of Harpers Ferry National Historical Park

B. Associated Historic Contexts

(Name each associated historic context, identifying them, geographical area, and chronological period for each)
1) Black Education in the Harpers Ferry/Bolivar area from 1864-1955.
2) Patterns of Community Development in the post-Civil War Harpers Ferry area, 1865-1955.
3) Development of Harpers Ferry as a Transportation/Communication Link - This context is discussed in National Register Nomination form, "Harpers Ferry National Historical Park," 1981.
4) Industrial Development of Water Power - This context is discussed in National Register Nomination Form, "Harpers Ferry National Historical Park," 1981.
5) Harpers Ferry in the Civil War - This context is discussed in National Register Nomination Form, "Harpers Ferry National Historical Park," 1981.

C. Form Prepared By

name/title Paula S. Reed, Ph.D., and Edith B. Wallace, Research Associate
organization Paula S. Reed and Associates, Inc.
street & number 105 N. Potomac Street
city or town Hagerstown
state MD
telephone 301-739-2070
zip code 21740

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Signature of certifying official

Date

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

Date of Action

* accepted as additional documentation for park listing
Historical Properties of Harpers Ferry National Historical Park

Name of Multiple Property Listing

Table of Contents for Written Narrative

Provide the following on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

<table>
<thead>
<tr>
<th>E. Statement of Historic Context</th>
</tr>
</thead>
<tbody>
<tr>
<td>(If more than one historic context is documented, present them in sequential order.)</td>
</tr>
<tr>
<td>Page Numbers 1-16</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>F. Associated Property Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Provide description, significance, and registration requirements.)</td>
</tr>
<tr>
<td>Page Numbers 17-20</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>G. Geographical Data</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>H. Summary of Identification and Evaluation Methods</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Discuss the methods used in developing the multiple property listing.)</td>
</tr>
<tr>
<td>Page Numbers 21</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>I. Major Bibliographical References</th>
</tr>
</thead>
<tbody>
<tr>
<td>(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)</td>
</tr>
<tr>
<td>Page Numbers 22-24</td>
</tr>
</tbody>
</table>

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
E. Statement of Historic Contexts

Introduction:

After being administratively listed in the National Register on October 15, 1966, the existing nomination for Harpers Ferry National Historical Park was prepared in 1980 and officially listed in May of 1981. Since that time, the Park has acquired additional properties and new information has come to light about others. This multiple property documentation form consolidates the original nomination documentation with new contexts helpful in addressing the significance of the properties acquired by the park since 1980. The majority of the properties acquired by the park since the original nomination was prepared date from the early 20th century. Thus a context is to be developed for this later phase of Harpers Ferry history beginning with the close of the Civil War, and within that context, the added properties will be evaluated. It is quite possible that in some instances buildings acquired may not contribute to the historic character of the park, but the land upon which they are located does. These issues will be addressed in the specific nomination forms for those properties. Related to the post-Civil War context is another historical context included in this multiple property documentation form on Black Education in the Harpers Ferry area. This relates in particular to Storer College and Grand View School, both located within National Park boundaries. While the period of significance for some of the historic contexts and component properties extends to more recently than 50 years ago, the predominant significance was more than 50 years ago.

Historical Summary:

Harpers Ferry’s significance is rooted in the many layers of history experienced by the town. The town’s initial settlement occurred because of its location on a low-lying wedge of land at the confluence of the Potomac and Shenandoah Rivers. River rapids and towering hills on all sides lend a striking beauty to the setting. The site of an early ferry crossing in operation in the 1740s, the town has always been influenced by transportation. From the boat shuttle to highway bridges to rail crossings and the C&O Canal, transportation has driven the development of the town.

The river rapids provided by nature and the man-made transportation features promoted industry in Harpers Ferry. The earliest industries were water powered grist and saw mills dating from the mid 18th century. These facilities served the immediate portion of the rich agricultural region that included the Shenandoah Valley, central Maryland and south central Pennsylvania that
was a breadbasket in the 18th and 19th centuries.

In addition to the agriculture-related industry that developed at Harpers Ferry, the Federal government also provided for growth that lent historical significance to the town. George Washington, in 1795, near the end of his term as President, chose Harpers Ferry as a site for a musket factory. Washington had long been interested in promoting development along the Potomac River, and creating a good transportation route to the West. He was concerned that the western settlers would align themselves with the French who still controlled vast lands along the Mississippi River, or would simply not be loyal to the newly formed and struggling Federal government. The year before he had had first-hand experience in the difficulty of keeping back-country Americans in support of their government with the Whiskey Rebellion in western Pennsylvania. Then, President Washington and his Secretary of the Treasury, Alexander Hamilton, themselves led the army to put down the perceived insurrection. In addition, Washington was very familiar with the area of Virginia where Harpers Ferry is located. He, along with his brothers Lawrence, Samuel, and Charles, owned large amounts of land just to the west in the vicinity of Charles Town, named for Charles Washington. In fact, Charles had laid out the town of Charles Town less than ten years earlier in 1786. Lord Fairfax who initially held most of the land in western Virginia was also a relative and as a young man Washington had helped with the survey of this land. Therefore, Washington had an interest in promoting the development of Harpers Ferry and the surrounding area.

The musket factory expanded to an armory and included a rifle manufactory contracted to John H. Hall in 1819. Hall patented a breech-loading flintlock rifle that was distinguished by having interchangeable parts. While other inventors had attempted to design interchangeable parts, Hall was the first to do so successfully.

The Federal property and the armory and arsenal at Harpers Ferry were to have a profound impact upon the town’s history, making it a target in John Brown’s attempt to initiate a slave revolt in October of 1859, and a place of strategic importance during the Civil War. In fact, the significance of the armory and accompanying arsenal resulted in them being destroyed during the Civil War. The Confederates dismantled the arsenal in 1861 and took the machinery and inventory to Richmond where it could be maintained more safely than on the northern border of the Confederacy. Confederates also destroyed private industry at Harpers Ferry. Although the armory had been removed, Harpers Ferry was still an important military site. Straddling the border between North and South, it was for much of the War a Federal garrison. The town’s location at a place where the B&O Railroad, C&O canal and a main north-south highway
converged made it a point of control for transport and communication routes north-south and east-west. Therefore, control of the town became particularly important to the US military effort. When the Confederates attacked and captured Harpers Ferry in September of 1862, the result was the largest surrender of US forces to occur during the Civil War. The US reoccupied Harpers Ferry after September of 1862 and immediately strengthened fortifications on Maryland Heights and Loudoun Heights overlooking the town. In 1864, Harpers Ferry became the base of operations for Union General Philip Sheridan’s Shenandoah Valley Campaign.

After the Civil War, the Federal government chose not to reopen the armory at Harpers Ferry. As water became less important as a power source for industry in the later 19th century, and flooding remained a threat, industries that had previously thrived at Harpers Ferry disappeared or relocated elsewhere. The town’s growth slowed and it became a residential area known for its scenic beauty. Much of the land surrounding the town was, however, still owned by the Federal government, and some buildings associated with the armory had not been destroyed.

Reconstruction programs aimed at helping the four million former slaves in the South impacted Harpers Ferry in the post-war years. Part of the reconstruction effort throughout the South included contributions by northern missionaries, many of whom worked as teachers. Their efforts were combined with those of the Freedmen’s Bureau, a Federal agency created to help former slaves with the transition to freedom. With its location along transportation systems, its dramatic history pertaining abolitionism and the presence of abandoned Federally owned buildings associated with the armory, Harpers Ferry became an ideal place to establish a school for former slaves. The Freewill Baptists from New England utilized funds donated by John Storer, a wealthy businessman from Maine, and matched by the Freedman’s Bureau and other donations, to establish a school. It grew from a missionary school to a normal school for the preparation of teachers under the leadership of Nathan Brackett during the period from 1865-1868. By 1869, the school, called Storer College, had acquired some of the old armory property and buildings on Camp Hill just to the northwest of the town of Harpers Ferry. Storer College hosted such notable African American guests as Frederick Douglass and W.E.B. DuBois. The college thrived until the 1954 Supreme Court decision integrating schools led West Virginia officials to assume that there was no further need for a college in Harpers Ferry that educated only African Americans.

1) Black Education in the Harpers Ferry/Bolivar area from 1864-1955.

The state of West Virginia was established in 1863, at the height of the Civil War. Created as a “free-state” out of the northwestern, Unionist counties of Virginia, the new West
Virginia also included the unwilling Secessionist counties of Jefferson and Berkeley. The 1863 West Virginia Constitution included the establishment of free schools for the education of white children. In 1866, the State Legislature established a system of schools for “colored” children in sub-districts with at least 30 eligible 6 to 21 year olds. In 1867 the number of eligible children was reduced from 30 to 15, thereby providing a better chance for education of blacks in this very rural state.\(^1\) While it is possible that in the western counties schools operated with mixed student populations, this did not occur in Jefferson County. In 1872 the West Virginia State Constitution was revised to ban officially the education of “white and colored persons...in the same school.”\(^2\)

Following the Civil War then, as part of general reconstruction efforts, an official system for educating blacks in West Virginia was established. In the Eastern Panhandle counties of Jefferson and Berkeley, where sentiment toward black education was decidedly negative, success seemed unlikely. For several decades after the end of the war, many of the schools for black children were run by northern missionaries associated with the American Missionary Association, including ones in Winchester, VA and Charles Town, WV. In the Shenandoah Valley, the Freewill Baptist Church was assigned to establish its mission.\(^3\)

In 1864, Miss Florence Mann established the first school in Harpers Ferry for the education of blacks. It was an independent missionary school located at the Lockwood House, an abandoned government building on Camp Hill. The Lockwood House had been associated with the Federal Armory in lower Harpers Ferry that was destroyed by Confederates in 1861. When Miss Mann left Harpers Ferry in 1865, Rev. Nathan Brackett, a member of the Freewill Baptist Church of Maine, which had taken on the Shenandoah Valley mission, took up the Lockwood House school.\(^4\) Brackett had been sent to the valley by Silas Curtis, an elder in the church, to “see what the prospect is for schools-school rooms...” and had settled on the Harpers Ferry


\(^2\)Ibid., p. 274.

\(^3\)Bradley D. Nash, *Crusade of Brotherhood*, manuscript, Harpers Ferry NHP Library, Hanging File, Harpers Ferry, WV, no date, p. 24.

\(^4\)Ibid., p. 34.
location because it was "near the Rail Road and near the border of civilization [northern states]."5
This location on the border of southern and northern states was advantageous also because of the
large number of freed slaves moving through the area requiring a primary education. Of the 19
students attending Rev. Brackett’s school in 1865, many were believed to be adults.6

The U. S. Bureau of Refugees, Freedmen, and Abandoned Lands, better known as the
Freedman’s Bureau, was established in 1865, during reconstruction, to help the displaced and
uneducated freed slaves. The Bureau, with General O.O. Howard at its head, played an important
role in acquiring the four government buildings and land which would eventually make up the
campus of Storer College. By 1867, the missionary school had added a “Normal School” at the
insistence of Rev. Brackett, who declared “the best teacher and guide to the Negro was the Negro
teacher himself.”7 The same year, the State of West Virginia granted the school a charter, and
John Storer, a philanthropist from Maine endowed the school with $10,000 provided that amount
would be matched and that students would be accepted “without distinction of race or color.”8
The matching funds came in the form of $6,000 from the Freedman’s Bureau, and the rest in
pledges from Freewill Baptist Church members.9 In 1868 the U.S. Government granted the four
former armory buildings, later known as the Lockwood House, Brackett House, Morrell House,
and Anthony Hall, to the Storer College Trustees. Although Storer’s donation stipulated that the
school was open to all races, the State of West Virginia in 1872 made it illegal for white and black
students to be educated together. Storer College admitted only black students.

Storer College operated on an annual appropriation from the State of West Virginia
(providing a free education for West Virginia students), and an endowment from the Freewill

5Letters, Oct. 20, and Nov. 7, 1865, Silas Curtis and Nathan Brackett, Storer College Collection, Harpers
Ferry NHP Library, Harper Ferry, WV.

6Alfred Mongin, A College in Secessia: The Early Years of Storer College, Harpers Ferry NHP Library,
Hanging File, Harpers Ferry, WV., p. 1.

7Nash, p. 62.

8Storer College Catalogue, 1869, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.

9“Certificate of Incorporation of Storer College,” “Annual Cash Report of Treasurer,” 1867, Storer College
Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.
Baptist Church. Its primary focus as a Normal School produced well-respected black teachers, some of whom stayed in the area to teach at the college and at the “colored” schools in Charles Town and later Harpers Ferry. Other graduates took the mission to various parts of the country.

The high school curriculum was the only one available in Harpers Ferry for blacks until 1942 when the high school program was reduced to summers only. It is unclear how long the elementary program continued at Storer College, but by 1887 there was apparently no elementary education available for black children in Harpers Ferry. The community seems to have wanted separate educational facilities for black children because the Harpers Ferry Sentinel, published on Oct. 8, 1887 endorsed “the petition circulating requesting the Board of Education to furnish a school at Harpers Ferry for 42 ‘colored’ children who have no school or teacher.” An 1888 issue of the Spirit of Jefferson announced the completion of the new “colored” school. The 1907 Sanborn Fire Insurance Map for the Harpers Ferry District, showed the little school was a frame, one story building with shingle roof, on Ridge St., next to the A.M.E. Church and the “Colored” Baptist Church.

The school on Ridge St. in Harpers Ferry operated for almost 40 years. The school’s first Principal, William B. Evans, was an 1878 graduate of Storer College. Other teachers at the school were also Storer graduates, as well as student teachers. The Storer College Catalogue of 1921-1922 lists “Observation and Practice Teaching” as one of the Normal School courses and states, “The Public School furnishes an excellent opportunity for all normal students to do practice teaching. Here the everyday problems of teaching are discussed.” Clearly there was a connection between Storer College and the only other school for black children available in Harpers Ferry.

10 State Sup. of Schools, chapter by Henry T. McDonald, “Institutions for the Education of Colored Youth, Storer College,” p. 266.

11 Storer College Catalogue 1942-1943, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.

12 Harpers Ferry Sentinel, 10/8/1887, Spirit of Jefferson, 3/20/1888, microfilm, Harpers Ferry NHP Library, Harpers Ferry, WV.

13 Storer College Catalogue 1921-1922, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.
The close ties between Storer College and the Harpers Ferry "colored" school continued through several building changes for the elementary school. In 1926 the school expanded to the basement of the nearby Zion Baptist Church, the two-room frame building no longer sufficient for the growing student population. A bond issue for new school buildings in the Harper Ferry School District in 1929 included $15,000 for a brick, four-room building with auditorium for black children. The bond, as passed by the voters in June 1929, actually only allowed $10,000 for the black school, eliminating the auditorium and modern bathrooms. In comparison, the new whites-only high school at Bolivar, also approved in the 1929 bond, was provided with $82,000 for construction, and included not only modern bathrooms but an auditorium and a gymnasium. Despite the paltry sum provided for the new black school, an attempt was made at using the modern, angular architectural style of the period. The new school, called Grand View School, was located on Putnam St., and did indeed command a "grand view" of the Potomac River and Maryland Heights. The Storer College trustees were clearly proud of the new building. In the 1932-1933 college catalogue, a photograph of the Grand View School was included and under the Normal School Department course list, a notice reads: "Important-The work in Practice Teaching is done at 'Grand View' public school, where opportunity for such educational laboratory work is modern and excellent."  

The Grand View School continued to play a large role in the elementary education program at Storer College, especially beginning in 1942, when Storer College began offering full, four year, college degrees, including the "Degree of Bachelor of Arts in Elementary Education" as well as "Elementary Certificates." The college catalogue for 1942-43 lists under the college faculty, the principal of Grand View School, Clarence T. Napper, a graduate of Storer College, and the three other teachers at the school, two of them also Storer graduates, as "Critic Teachers" affiliated with the education program. The 1945-1946 catalogue adds teachers from the Page-Jackson High School in Charles Town to the list of Critic Teachers, expanding the college ties to other local black public schools.  

15 Storer College Catalogue 1932-1933, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.  
16 Ibid., 1942-1943 and 1945-1946.
In 1946, following the end of World War II, Storer College continued its growth, from a simple mission school to four-year college, with an attendance of 238 students, including 58 veterans. This ranked as one of the highest enrollments in the college's history. By 1953, the college physical plant had reached its largest size. In addition to the four original government buildings, the college campus had expanded with the construction of Lincoln Hall, built in 1868 (burned in 1909); Myrtle (Mosher) Hall, 1878; DeWolf Industrial Building, 1891; Curtis Freewill Baptist Church, 1892; Lewis W. Anthony Building, 1903; Brackett Hall (replacing the burned Lincoln Hall), 1910; Parmelia Eastman Cook Hall, 1940; and a new Science Building, 1940. In addition, the "John Brown Fort" was used as a museum on campus and a new gymnasium was proposed. The impressive growth was brought to a sudden halt by the 1954 Supreme Court decision which ended the practice of segregated schools in the United States. The immediate result of the Supreme Court decision was the withdrawal of West Virginia State funds from Storer College. By 1956 the college was forced to close its doors due to financial instability.

The black public schools, Grand View in Harpers Ferry, and Page-Jackson High School and Eagle Avenue Elementary in Charles Town, were also affected by the 1954 Supreme Court decision. From 1954 to 1965 Jefferson County schools were opened to all students using a "freedom of choice" plan. According to Millard Bushong, this plan had the appearance of being nondiscriminatory, but allowed some schools to continue as all black schools, including Grand View and Page-Jackson. When the Federal government insisted that the county comply in 1965, the Grand View Elementary School and Page-Jackson High School were closed and the students integrated into the local white schools.

For ninety years Storer College provided an opportunity for basic and advanced education for African Americans in the Shenandoah Valley, one of the oldest such institutions in the United States and one of a very few in West Virginia. For the local primary and secondary schools for black children, Storer College provided high caliber teaching staffs and support, something probably difficult to find in rural West Virginia towns. Along with other well-known colleges and universities created for the education of freed black slaves, such as Howard University in Washington, D.C., Storer College was an important institution for the advancement of African Americans between the Emancipation Proclamation in 1863 and the 1954 Supreme Court

17 Ibid., 1947-1948.

Nestled at the confluence of the Potomac and Shenandoah Rivers, Harpers Ferry developed throughout the late 18th and early 19th centuries as a thriving commercial, industrial, and transportation center for the western region of the mid-Atlantic. The power contained in the two rivers attracted the industry. The gap created in the mountain ranges by the merging rivers attracted the railroad, turnpike and canal builders. However, it was the natural beauty of the rivers and the mountains combined that kept the people coming back to Harpers Ferry despite repeated economic setbacks as the last half of the 19th century turned to the 20th century.

A center of territorial dispute during the Civil War, Harpers Ferry’s main industry, the U.S. Government Armory and Arsenal, was looted and destroyed by the Confederate army and permanently abandoned by the Federal government. The main transportation artery, the B&O Railroad Bridge, was burned and rebuilt six times between 1861 and 1865. The Civil War years left Harpers Ferry devastated. In addition to the complete destruction of the U.S. Armory and Arsenal in the lower town, the Herr’s Mill complex on Virginius Island was also burned. Houses and schools were damaged or destroyed on the hills above without much hope of compensation from the government.

Three Harpers Ferry District schoolhouses were destroyed during the war for which compensation was not provided until the year 1910. The public school located on Lot 9, Block I was reportedly abandoned during the war and demolished by troops, the bricks sold by the Ordnance Officer. The Lockwood House, on Camp Hill, was used by the Rev. N.C. Brackett’s Freedman’s mission school in 1865, despite significant war damage. As Mrs. Brackett later described it, “the NW [northwest room] had a big hole in the wall but was used for a sleeping

19 Farmers Almanac. April 23, 1910, microfilm, Harpers Ferry NHP Library, Harpers Ferry, WV.

In an 1867-68 Annual Cash Report, Rev. Brackett recorded spending $808.85 for “Repairing Buildings & Fencing Lot.” The people of Harpers Ferry had a great deal of rebuilding to do, and it would be done largely without the help of the Federal government.

The greatest blow to the Harpers Ferry community came immediately following the war when the U.S. Government decided not to rebuild the armory and arsenal which had been the main industry for the town for 60 years. In 1868, a Congressional Act authorized the sale of Federal government lands at a public auction. The sale not only included the government-owned houses and vacant lots located throughout Harpers Ferry, including Camp Hill, but also the grounds of the armory and arsenal along the Potomac and Shenandoah Rivers and the water power rights that went with them. Also for sale was the government ore bank and ferry privilege on the Shenandoah River. The armory, arsenal and waterpower rights were sold to Captain F.C. Adams, representing the “Harpers Ferry Manufacturing and Water Power Co.” Encouraged by the development plans of Capt. Adams, the Harpers Ferry inhabitants also bought up the residential lots on the promise of future employment. Adam’s real plan, to sue the B&O Railroad Co. for its passage across the armory property, was soon discovered and the bottom fell out of Harpers Ferry’s anticipated recovery. All but a few of the government lots, including the Adams purchase, were bought on credit and eventually returned to Federal ownership.

Several changes which did occur contributed significantly to the recovery of Harpers Ferry following the Civil War. First the B&O Railroad constructed the Bollman Bridge, a marvel of wrought iron truss construction designed by Wendell Bollman. The new bridge not only allowed rail traffic and commerce to continue, it also carried wagon and foot traffic to the C&O Canal and turnpike, that provided a connection to the expanding markets of Frederick and Baltimore. The second important change which occurred in lower Harpers Ferry, was the sale of the Herr’s Mill complex on Virginius Island to the Harpers Ferry Mill Company owned by Jonathon C. Child and John A. McCreight, both men from Springfield, Ohio. Converting the former cotton factory to a

---

21 Louise W. Brackett, Sept. 6, 1917, correspondence with H. McDonald, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.

22 Annual Cash Report of Treasurer, 1867-1868, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.

23 James P. Noffsinger, Harpers Ferry West Virginia, Contributions Towards a Physical History, bound manuscript, 1958, Harpers Ferry NHP Library, Harpers Ferry, WV, pp. 50-52.
four-story flourmill, they began a new era of water-powered production in Harpers Ferry. The 1870 flood of the Shenandoah River, while destroying several smaller mills on the island, only damaged the millrace of the flourmill. The flourmill recovered and continued to produce until damage from the 1889 flood forced the Harpers Ferry Mill Company to close.24

The 1870s also saw the development of orchard farming in the Eastern Panhandle of West Virginia. Orcharding, especially apples and peaches, had been popular in the northern counties of Virginia (later West Virginia) since the beginning of the 19th century owing to the mountain soils and relatively moderate weather conditions. The first Eastern Panhandle farmer to plant an orchard, William Miller, began shipping fruit to Baltimore via the railroad in the decade following the end of the Civil War.25 Harpers Ferry area farmers quickly followed Miller’s lead. In the little Spring Branch valley west of Bolivar Heights (along the Old Furnace Road) was the farm of Rudolph Rau, known as the “Vineyard Farm.” Clearly Rau was experimenting with the cultivation of grapes, but a public sale notice of the personal property of Rudolph Rau in an 1870 issue of the Virginia Free Press lists a cider mill and a wine press which indicates he was also cultivating apples on his farm.26 Throughout the 1870s and 1880s, the Old Furnace Road connected with Potomac Street-extended and would have provided Rau direct access to the railroad depot in Harpers Ferry. This farm continued as a commercial orchard well into the 20th century under the names “Shady Hill Orchard” and finally, the “Hillside Fruit Farm.”

On Camp Hill and Bolivar Heights, above the lower town section of Harpers Ferry, other changes were taking place that would help to save the devastated Harpers Ferry community. In 1868, the Freedman’s Mission of the Free Will Baptist Church, located in the Lockwood House, would officially become Storer College dedicated to the education of the newly freed African-American population. Initially unpopular among local citizens who generally still considered themselves unreconstructed Virginians, the school was eventually accepted. By 1876, an editorial in the Virginia Free Press of Charles Town read, “We doubt if there is a more flourishing school


26 Virginia Free Press, Oct. 15, 1870, Harpers Ferry NHP Library, Harpers Ferry, WV.
Summer tourism in Harpers Ferry began to grow as a business in the 1870s and 80s. Hotels and boarding houses flourished, enhanced by the convenient location of the railroad and turnpike, by the breathtaking scenery and mineral springs, and by the interest of the general public in John Brown’s 1859 raid which helped touch off the Civil War. Several hotels in the lower town had been established before the war and continued to operate into the post-war era. In the 1880s the summer boarding boom surged, fueled largely by the Storer College trustees and several graduates of the college. Seen as a source of income for the college in the summer months, several of the college buildings were opened for “colored” boarders. Some of the boarders were students staying in the area and the boarding houses provided shelter and offered summer employment to these students. Later some of these campus houses were opened to white boarders, igniting a controversy within the Storer College community. The first building opened to summer boarding was the Lockwood House, which continued in use in this manner into the 20th century. Other campus buildings used as boarding houses included the Morrell House, later known as Sparrow’s Inn (1907) or Shenandoah Inn (1922), Lincoln Hall, Myrtle Hall, and Anthony Hall. Finally, around the turn of the century, Lincoln and Anthony Halls were combined and called the Summit House. The Summit House accepted both white boarders and, in a separate cottage, black boarders.

27 Virginia Free Press, Oct. 15, 1876, Editorial from Keyser Mountain Echo, microfilm, Harpers Ferry NHP Library, Harpers Ferry, WV.

28 Pioneer Press, May 1887, microfilm, Harpers Ferry NHP Library, Harpers Ferry, WV.

29 Sanborn Fire Insurance Maps, 1907 and 1922, WVU Archives, Morgantown, WV; The Speaker, letter to the editor by James H. Robinson, c. 1900, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.
While the summer boarding experiment at Storer College began as a service for African Americans, the establishments eventually began to serve whites. James H. Robinson, who served black boarders in the 1870s, described the situation saying, “at the price we had to accept there was nothing in it.” Robinson was the first proprietor of the Lincoln Hall summer boarding house, he was an 1878 graduate of Storer College Normal Department and taught school locally. In his letter to the editor of The Speaker, Mr. Robinson, himself an African American, questioned fellow black members of the community in their opposition to the Storer College trustees’ decision to accept white boarders in college buildings dedicated to black education. “Because the Yankees have given us a school and are maintaining it must they also maintain a summer resort for us?” The reality of summer boarding in Harpers Ferry was that the summer tourists with the money were white. Black proprietors, of whom there were as many as six both on and off the Storer College campus, could not afford to limit themselves to serving black customers only.

A Storer College graduate also operated the most well known Harpers Ferry summer establishment, The Hilltop House. Thomas S. Lovett graduated in 1876 and probably began his career operating one of the houses on campus. A May 7, 1889 Spirit of Jefferson announcement notes that “Tom Lovett is fencing the Magazine Hill lot and is about to build. He had been a pioneer in entertaining summer guests and deserves success.” The same issue goes on to say that a Mr. Vail was building a hotel on Bolivar Heights and a Mrs. Kolb from Washington D.C. had rented the Morrell House for the summer, indicating the summer tourist business was growing in 1889. The Hilltop House was destroyed by fire and rebuilt by the Lovett family. It became a favorite summer destination for the well known, including President Woodrow Wilson and writer Mark Twain and continues today as a popular resort hotel. President William Clinton and Vice President Al Gore enjoyed lunch there during an Earth Day visit to Harpers Ferry on April 22, 1998.

---

30 The Speaker, letter to the editor by James H. Robinson, c. 1900, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.

31 Ibid.

32 Spirit of Jefferson, May 7, 1889, microfilm, Harpers Ferry NHP Library, Harpers Ferry, WV.

Further evidence of the continued tourism boom in and around Harpers Ferry was the 1889 construction of “Green’s Mountain House,” later known as the “Hotel Shenandoah,” on Loudoun Heights. George Green’s resort hotel had a capacity of 250 guests and touted an “abundance of water flowing from Natural Mineral Springs.”\(^{34}\) Mr. Green’s grand investment was perhaps inspired by the 1882 construction of the toll bridge over the Shenandoah River that provided ready access to his mountain land. An 1889 improvement by the B&O Railroad, the passenger depot on the point at Harpers Ferry was surely a boon to the various hotels and boarding houses in the area as well.

In 1884 the Federal government again put up for sale its holdings at Harpers Ferry. This time the armory grounds on both the Potomac and Shenandoah Rivers, as well as the water rights, were purchased by Thomas H. Savery for the purpose of establishing The Shenandoah Pulp Company on Virginius Island in 1888 and the Harpers Ferry Paper Company on the foundations of the old armory rolling mill along the Potomac River in 1890. This new industry promised better days for the struggling community. For the Harpers Ferry Mill Company’s flour mill, however, the new Shenandoah Pulp Mill signified the end. The river dam constructed to divert water to the pulp mill, drew water away from the flour mill’s operations and the reduction of water power coupled with the damages sustained during the flood of 1889 probably influenced the decision not to reopen the flour mill following the flood.\(^{35}\) This also occurred at a time when eastern flourmills were succumbing to competition from large facilities in the Midwest.

The new milling businesses of Savory and Co. encouraged a community struggling to reinvent its industrial base. Joseph Barry expressed the sentiment in his book *The Strange Story of Harper’s Ferry*, written several years after the opening of the Savory and Co. mills. “The new firm-Savory and Co.- are evidently good business men, and it would appear as if they had come to stay, and give a start to a new Harpers Ferry.”\(^{36}\) Such enthusiasm, however, was probably not well placed. The two Savory and Co. mills were never large employers and workers were not highly paid. Built during a rapid expansion of the pulp and paper mill industry, the mills at

\(^{34}\)Susan E. Winter and Dennis E. Frye, *Loudoun Heights, Archeological & Historical Resources Study*, Harpers Ferry National Historical Park, 1992, p. 84, quotation from 1898 newspaper advertisement.

\(^{35}\)Gilbert, pp. 69-72.

Harpers Ferry produced financial hardship for their owner due to plummeting paper prices. Despite their inability to make money and another flood in 1924, the mills operated for more than 40 years. Finally, in 1925 the Harpers Ferry Paper Company mill sustained extensive damage from a fire. The Harpers Ferry Power and Light Co., which had been sharing the building with the paper mill, rebuilt the building and operated for another 75 years. In 1935, the Shenandoah Pulp Company mill, heavily in debt, simply closed. Still, in the expansive atmosphere of Harpers Ferry in the 1890s, the establishment of the pulp and paper mills was a sign of good times ahead.

Another development in Harpers Ferry in the 1890s was the advent of the brewing and bottling industry. As early as 1890, the Spirit of Jefferson newspaper ran an advertisement for the “J.C. McGraw Beer Bottling and ginger ale business” in Harpers Ferry. By 1895 the Harpers Ferry Brewing Co. was established on Market St. in lower town. Operating under a succession of names, the beer-brewing component ended as the Jefferson Brewing Co. in 1913. Following the establishment of prohibition laws in 1914 in West Virginia, the facility became the Harpers Ferry Bottling Works and remained at the Market St. location as late as 1933. However, flooding of the Shenandoah in 1924 and 1936 proved damaging and finally fatal for the bottling company. Every industry located on the riverbanks in lower Harpers Ferry eventually suffered the same fate.

A more permanent development in lower town Harpers Ferry, completed in 1894, was the total realignment of the B&O Railroad Potomac River crossing. The railroad company not only constructed a new steel truss bridge, but also blasted a tunnel through Maryland Heights and moved the tracks along the river farther inland across the old armory grounds. These actions displaced the old armory firehouse known as John Brown’s Fort and altered the historical configuration of the armory grounds. The ‘Fort’ was sold and dismantled, beginning a journey which would include the dismantling and reconstruction of the building several more times before its return to lower town Harpers Ferry in 1968. In 1909, the building was reconstructed on the

---

37 Gilbert, pp. 72-75; Sanborn Fire Insurance Maps 1907, 1922, 1933.

38 Spirit of Jefferson, 1890, microfilm, Harpers Ferry NHP Library, Harpers Ferry, WV.

39 Donald Bull, Manfred Friedrich, and Robert Gottschalk, American Breweries, Bullworks, Trumball, CT, 1984, p. 314; Sanborn Fire Insurance Maps, 1907, 1922, 1933, WVU Archives, Morgantown, WV.

Storer College campus and remained there as the John Brown Museum until the National Park Service purchased the campus in 1960.

Much had happened in the Harpers Ferry community throughout the 1880s and 1890s and into the first decades of the 20th century, but repeated flooding of the Potomac and Shenandoah Rivers in 1870, 1889, 1924, and 1936, had taken its toll on the attempts to revive the economic base. The 1936 flood destroyed the highway bridges crossing both rivers. Neither was replaced until 10 years later when they were relocated as part of the Route 340 by-pass of Harper Ferry. By all accounts, lower town Harpers Ferry was a ghost town following the 1936 flood, the most devastating flood ever recorded in Harpers Ferry. Tourists, however, attracted by the very rivers that repeatedly ravaged the town’s industries, appeared to be the only industry capable of sustaining itself in the difficult Harpers Ferry environment. The Hilltop House, which is still operating today, was a popular vacation spot for the wealthy and famous of the 1920s and 30s. The continued success of Storer College also infused money, and culture, into the Harpers Ferry community. Despite the difficulties the lower town of Harpers Ferry experienced, the surrounding areas of Camp Hill and Bolivar Heights continued to grow, with new houses and schools pointing to the future.

Beginning around 1936, an idea for the future of Harpers Ferry began to take shape. Dr. Henry T. McDonald, then President of Storer College, led an informal committee of citizens interested in developing Harpers Ferry, Maryland Heights, and Loudoun Heights as a National Historic Site. With the help of local Congressmen, especially Jennings Randolph of West Virginia, an official committee was formed in 1938. This committee was described “as a type of ‘Tri-State National Historic Site Authority which could function in all three States in the way of procuring the property and paving the way for turning it over to the NPS.’”41 In 1944, Congress passed Bill H.R. 3524 “to provide for the establishment of the Harpers Ferry National Monument,” but without an appropriation to finance the park. It was not until 1951 that Congress passed a Harpers Ferry National Monument appropriations bill and the rejuvenation of Harpers Ferry would begin.42

<table>
<thead>
<tr>
<th>Historic Properties of Harper Ferry National Historical Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of Property</td>
</tr>
<tr>
<td>Jefferson County, West Virginia</td>
</tr>
<tr>
<td>County and State</td>
</tr>
</tbody>
</table>

---


42 Henry T. McDonald Papers, Harpers Ferry NHP Library, Harpers Ferry, WV.
Today, Harpers Ferry is sustained not only by the presence of the National Park, which attracts thousands of tourists every year, but also by the growing popularity of the area as a bedroom community. With its scenic beauty and ready access to the highway leading to the metropolitan areas of Washington, D.C. and Baltimore, Harpers Ferry, Bolivar Heights, and Jefferson Co. in general, have become part of the expansion of the metro area. The associated growth is putting pressure on the development of farmland outside of Harpers Ferry and making the presence of the National Park at Harpers Ferry all the more important for the preservation of not only the history of the area, but of its scenic beauty as well.

F. Associated Property Types

The resources being addressed in this nomination are within the already-listed Harpers Ferry National Historical Park Historic District listed in the National Register in 1981. This updated nomination addresses new contexts developed for the park and properties within the park boundaries acquired by the park since 1981. This revised documentation form will also create a mechanism for evaluation of properties added in the future.

Property types found in Harpers Ferry National Historical Park include:
1. African American Schools (Black Education Context)
2. Rail-related resources (Transportation Context)
3. Farms, residential and community resources (Community Development, 1865-1955 Context)
4. Industrial resources (Industrial Development of Water Power Context)
5. Military sites (Harpers Ferry in the Civil War Context)

African American Schools will reflect the theme of Black Education in Harpers Ferry from 1864 to 1955. Schools included in this property will have been constructed for or used by African Americans for educational purposes at some point in their history. In the Harpers Ferry National Historical Park, there are two African American schools, Grand View School and Storer College. In addition, the Lockwood house, a former armory building was used as an independent missionary school in 1864. These properties may be either individual buildings or districts, such as the Storer College campus.

These educational resources will exhibit associative characteristics linking them to the education of African Americans. They may either have been constructed new to accommodate their function as educational facilities, or they may be buildings that were in existence previously
and were utilized later as educational facilities. In this case, the properties may also have architectural or associative physical features important to other historical contexts in Harpers Ferry National Historical Park.

In order to be eligible for listing within the context of African American Education, these properties must retain visual integrity to the period of significance. For school buildings, character-defining features need to remain intact. These features might include floor plan with corridors and classrooms, black boards, woodwork and trim and window placement reflective of an educational setting. With the schools designed exclusively for African Americans, the facilities might be expected to be fairly modest with a minimum of embellishments.

These properties will be significant under National Register Criterion A for their association with educational developments for African Americans. There may be associations with Federally mandated reconstruction programs and in general the period of significance for these resources will end with the 1954 Supreme Court decision ending the practice of segregated schooling in the United States.

Rail-related resources are those which are historically associated with the transportation history in Harpers Ferry. Harpers Ferry was an important river crossing site since the 18th century, and one which was utilized early by the B & O railroad as it crossed from Maryland into Virginia to avoid rights-of-way already in possession of the C & O canal. Eligible resources might be bridges, bridge piers and/or abutments, remnants of destroyed bridges, passenger/freight stations rail routes and grades. These resources will display clear associations with rail transport, even if in ruined condition. Currently, a number of significant rail resources, while located within the park’s boundaries, are privately owned and operated as part of active rail transport systems. In order to be eligible in this multiple property documentation, rail resources must be park-owned in addition to being within the park’s boundaries.

The location of Harpers Ferry at the merge point of two rivers makes the place prone to flood damage. Occasional floods are indeed part of the history of Harpers Ferry National Historical Park, and therefore the visible impact of floods is an important character defining feature for some resources. For Harpers Ferry National Historical Park’s rail related resources, bridges or railroad beds near the river are particularly vulnerable to flood damage. Since the potential for damage is so high in this environment, flood damaged resources are eligible despite loss of integrity from their original appearance.
Harpers Ferry's strategic location for military purposes also made the town and its rail resources vulnerable to destruction during the Civil War. Remnants of destroyed rail resources are to be considered eligible because of their associations with both transportation and Civil War themes. Since some of these properties may have been actively used prior to park acquisition, alterations and modernizations probably have occurred. These changes will not prevent a property from being listed because they depict the ongoing transportation function of the property.

Rail related properties in Harpers Ferry National Historical Park will meet National Register Criterion A for their associations with the development of Harpers Ferry, and their role in the Civil War and industrial history of the town. The historical context for these resources is discussed in the 1981 National Register Nomination form for Harpers Ferry National Historical Park. To be eligible, properties must substantially retain integrity and association with particular historical events, trends or actions.

Farms, residential and community resources, 1865-1955 is a property type that covers most of the resources added to the park since the original nomination was prepared in 1981. Resources in this property type include hillside farms, houses and community facilities like schools, which reflect the growth and development of Harpers Ferry after the Civil War. Despite the loss of its primary industry during the war, increased tourism associated with the scenic attributes of Harpers Ferry, war-related incidents, and eventually the development of the National Historical Park, attracted new residents and increased the need for community facilities to accommodate them. Also the growth of dairy and fruit farming in the surrounding countryside, encouraged by improved rail transportation centered in Harpers Ferry, marked a transition from the 18th and 19th century pattern of grain farming.

Properties from this theme and type will follow architectural styles and construction techniques from the late 19th and early 20th centuries. Lightweight frame construction will dominate, followed by brick for the more substantial buildings. There will be frequent use of mill-produced sidings and machined finishes and trims. Farm buildings will reflect the agricultural use of farm buildings for dairy purposes or orchards. Thus, typical components for farmsteads will be dairy barns, milk houses, livestock sheds, and pasturage. Orchard properties will have fewer buildings limited to equipment sheds and fruit packing or storage buildings.

Members of this property type could be eligible under National Register Criterion A for their historical associations, or Criterion C for architectural significance, or both. Potentially,
these properties could also meet Criterion B, if associated with the life of an important person in the history of Harpers Ferry. In order to be eligible, properties must retain visual integrity with most of their exterior architectural features and landscape elements intact so that the historical associations are easily recognizable.

**Industrial resources** are important to Harpers Ferry’s history and are therefore considered to be one of the property types. The “Industrial Development of Water Power” context is located in the original 1981 nomination and will form the basis for evaluation of this property type. Properties might be buildings, structures or sites, depending on the resource. Sites associated with the armory in Harpers Ferry would be among this property type. The hydroelectric power plant along the Potomac River and the B & O Railroad represents this property type. It is also on the site of earlier industrial buildings, first an armory building and then a pulp mill. This layering of historical uses of a property is acceptable and enhances the historic character of a property. Other industrial resources include structures found on the face of Maryland Heights, remnants of charcoal hearths from the iron industry at Antietam Furnace. Charcoal was produced at sites on the mountainside with rings of stone enclosing an area where wood was piled and burned under cover to create charcoal. Some of these rings are recorded in the archaeological study of Maryland Heights by Susan W. and Dennis E. Frye and included by reference in the nominated area.

Industrial resources should retain recognizable components to indicate their function and association with the industrial history in Harpers Ferry National Park. Layering of industrial uses and functions is permissible since the evolution of industry in Harpers Ferry is part of its history. Many of these properties were water-powered and related components will include raceways, gateways, and other elements associated with water-powered industry. However, the necessity of placing these industries close to water also makes them vulnerable to flooding. The cycles of flooding are historically significant to the industrial development and decline of Harpers Ferry. Thus, industrial sites that have been compromised by flood damage may still be eligible, if enough remains either archaeologically or architecturally to convey the essence of the property.

This property type may be eligible under National Register Criteria A, C, and/or D.

**Military sites** are a property type that can be found as buildings, sites, structures or archeological features. The historic context by which this property type is evaluated is found in the 1981 National Register Nomination document, and expanded by subsequent studies and publications, such as the National Park Service archaeological and historical reports on Maryland.
HiSt0riC Properties of Harper Ferry National Historical Park

Name of Property

Jefferson County, West Virginia

County and State

Heights and Loudoun Heights. Recently acquired by the park is the Spur Battery, a defensive site located on a projecting arm or spur on the west face of Maryland Heights. In addition to the battery are defensive sites, fortifications and earthworks, and encampment sites. These are described and mapped in the above-mentioned reports and included in the nominated area by reference. Military sites will meet National Register Criteria A, C, or D. Some could meet criterion B if specifically associated with a prominent military figure. Criterion C would apply only to military sites that were buildings or structures. In general, these places must retain integrity of setting to convey as closely as possible the essence of the site at the time of the Civil War. Some recognizable components have to be present, and for archaeological sites there must be some sort of assessment or evaluation of the property.

G. Geographical Data

This multiple property documentation listing covers the area within the boundaries of the Harpers Ferry National Historical Park. However, to be excluded in this submission is the “Short Hill” area in Loudoun County, Virginia. This rugged, mountainous area of the park has never been surveyed for historic and archaeological resources, and no known associations with the historic themes identified for Harpers Ferry National Park exist. Otherwise the nomination includes park property on Maryland Heights in Washington County, Maryland, and in Jefferson County, West Virginia, as described and mapped for the original 1981 National Register nomination. The boundaries for these nominated areas follow the current National Park Service boundaries and are the same as those already listed.

H. Summary Identification and Evaluation Methods

The recordation of historic resources in Harpers Ferry National Historical Park is complicated by the location of the park, with lands in three states encircling private property in the towns of Harpers Ferry and Bolivar. In addition to the National Park’s nomination, which was listed in 1981, the town of Harpers Ferry has its own National Register Historic District that was listed in October of 1979. Also, the Potomac River crossings including the present railroad bridge, piers and abutments for the earlier Bollman truss bridge and the railroad tunnel, all in Maryland, were listed in the National Register in that state in 1978. This Maryland nomination, however, appears to also include the B & O Railroad station in Harpers Ferry. In 1992, the piers for the Bollman truss bridge included in the Maryland nomination were acquired by the Harpers Ferry National Historical Park and are therefore subject to the scope of this multiple property documentation effort to add them to the park’s nomination. In December of 1998, a National
Register nomination was prepared by the National Park Service for the “Harpers Ferry Archaeological District,” but it is not yet listed. All of these documents are incorporated into this multiple property submission by reference.

One of the tasks in this project is to include in the narrative of the multiple property documentation form for the park an acknowledgement and summary of what is included in the older nominations. One of the first efforts in the preliminary research phase of the multiple property documentation project was to locate and review all of the existing nominations, checking for areas of overlap and also to see what additional contexts might need to be developed to accommodate the recently acquired properties. This was a major focus of the initial research effort. Also part of the initial research effort was a preliminary site visit to view the properties to be added to the nominated area.

Historic contexts addressed in the original nomination were 1) the development of Harpers Ferry as a transportation/communication link; 2) Industrial development of Water Power; and 3) Harpers Ferry in the Civil War. For this multiple property documentation effort the two additional contexts in Section E were developed. The 11 properties acquired by the National Park Service since 1980 are evaluated within one or more of those contexts and assessed on how well they relate to the context(s).

All other properties in the original nomination are retained as listed unless specifically removed. The Short Hill section of the Park located in Loudoun County, Virginia, was not specifically included in this nomination. Although no historic resources are presently known to exist there, the possibility remains that survey work will be conducted there in connection with future National Register work.

I. Major Bibliographical References


Historic Properties of Harper Ferry National Historical Park  
Name of Property  
Jefferson County, West Virginia  
County and State


Noffsinger, James P., *Harpers Ferry West Virginia, Contributions Towards a Physical History*, bound manuscript, 1958, Harpers Ferry NHP Library, Harpers Ferry, WV


Stine, Dr. O.C., c. 1966, “Apples and West Virginia,” Appalachian Apple Service, Martinsburg, WV


Sanborn Fire Insurance Maps, 1907, 1922, 1933, WVU Archives, Morgantown, WV.

Henry T. McDonald Papers, Harpers Ferry NHP Library, Harpers Ferry, WV.

Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.

Microfilm Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.
Black Education Historical Context


Storer College Catalogue 1932-1933, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.

Sheila Crane and Bruce J. Noble, Jr., "Grand View School," unpublished report, Harpers Ferry National Historical Park, Harpers Ferry, WV


Alfred Mongin, *A College in Secession: The Early Years of Storer College*, Harpers Ferry NHP Library, Hanging File, Harpers Ferry, WV


Bradley D. Nash, *Crusade of Brotherhood*, manuscript, Harpers Ferry NHP Library, Hanging File, Harpers Ferry, WV, no date
United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking the appropriate option (X) or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for classification. For categories of architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

historic name Bolivar Heights/School House Ridge Skirmish Site (preferred)
other names Prospect Hill Farm; The Vineyard Farm; The Homeplace; Hillside Fruit Farm; Civil War Trust Property

2. Location

street & number Bloomery Road (Secondary Route 27)
city or town Harpers Ferry
code not for publication
vicinity

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments).

Signature of certifying office/Title Date

National Park Service
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments).

Signature of certifying office/Title Date

State or Federal agency and bureau

4. State/Federal Agency Certification

I hereby certify that this property is:

☐ entered in the National Register.
☐ determined eligible for the National Register.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other (explain):

Signature of the Keeper Date of Action

[Signature]
[Date]
Bolivar Heights/School House Ridge Skirmish Site

Name of Property

Jefferson County, WV

County and State

5. Classification

<table>
<thead>
<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Check as many boxes as apply)</td>
<td>(Check only one box)</td>
<td>(Do not include previously listed resources in the count)</td>
</tr>
<tr>
<td>□ Private</td>
<td>□ building(s)</td>
<td>Contributing 1 Noncontributing 4</td>
</tr>
<tr>
<td>□ public-local</td>
<td>□ District</td>
<td>Buildings 4 Sites 0 Structures 0 Objects 0</td>
</tr>
<tr>
<td>□ public-State</td>
<td>□ Site</td>
<td>Total 1 4</td>
</tr>
<tr>
<td>□ public-Federal</td>
<td>□ Structure</td>
<td></td>
</tr>
<tr>
<td>□</td>
<td>□ Object</td>
<td></td>
</tr>
</tbody>
</table>

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Historic Properties of Harpers Ferry National Historical Park

6. Function of Use

<table>
<thead>
<tr>
<th>Historic Functions</th>
<th>Current Functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Enter categories from instructions)</td>
<td>(Enter categories from instructions)</td>
</tr>
<tr>
<td>Defense/battle site</td>
<td>Landscape/park</td>
</tr>
<tr>
<td>Agriculture/subsistence/agricultural field</td>
<td></td>
</tr>
</tbody>
</table>

7. Description

<table>
<thead>
<tr>
<th>Architectural Classification</th>
<th>Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Enter categories from instructions)</td>
<td>(Enter categories from instructions)</td>
</tr>
<tr>
<td>N/A</td>
<td>foundation</td>
</tr>
<tr>
<td></td>
<td>walls</td>
</tr>
<tr>
<td></td>
<td>roof</td>
</tr>
<tr>
<td></td>
<td>other</td>
</tr>
</tbody>
</table>

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)
8. Statement of Significance

Applicable National Register Criteria
(Mark “X” in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad pattern of our history.
- B Property associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property as yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “X” in all the boxes that apply)

- Property is:
  - A owned by a religious institution or used for religious purposes.
  - B removed from its original location.
  - C a birthplace or grave.
  - D a cemetery.
  - E a reconstructed building, object, or structure.
  - F a commemorative property.
  - G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

Area of Significance
(Enter categories from instructions)

Military

Period of Significance
1862

Significant Dates
September 15, 1862

Significant Person
(Check if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

N/A

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:
Bolivar Heights/School House Ridge Skirmish Site
Jefferson County, WV

10. Geographical Data

<table>
<thead>
<tr>
<th>Acreage of Property</th>
<th>56.07</th>
</tr>
</thead>
</table>

**UTM References**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Easting</th>
<th>Northing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>128</td>
<td>435616</td>
</tr>
<tr>
<td>2</td>
<td>126</td>
<td>435612</td>
</tr>
<tr>
<td>3</td>
<td>126</td>
<td>435614</td>
</tr>
<tr>
<td>4</td>
<td>126</td>
<td>435610</td>
</tr>
</tbody>
</table>

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

<table>
<thead>
<tr>
<th>name/title</th>
<th>Edith Wallace, Research Associate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organization</td>
<td>Paula S. Reed and Associates, Inc.</td>
</tr>
<tr>
<td>street &amp; number</td>
<td>105 N. Potomac Street</td>
</tr>
<tr>
<td>city or town</td>
<td>Hagerstown</td>
</tr>
<tr>
<td>state</td>
<td>Maryland</td>
</tr>
<tr>
<td>telephone</td>
<td>301-739-2070</td>
</tr>
<tr>
<td>zip code</td>
<td>21740</td>
</tr>
</tbody>
</table>

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative black and white photographs of the property.

**Additional Items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Harper's Ferry NHP)

<table>
<thead>
<tr>
<th>Name</th>
<th>Harpers Ferry NHP</th>
</tr>
</thead>
<tbody>
<tr>
<td>street &amp; number</td>
<td>P.O. Box 65</td>
</tr>
<tr>
<td>city or town</td>
<td>Harper's Ferry</td>
</tr>
<tr>
<td>state</td>
<td>WV</td>
</tr>
<tr>
<td>telephone</td>
<td>304-535-6298</td>
</tr>
<tr>
<td>zip code</td>
<td>25425</td>
</tr>
</tbody>
</table>

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127, and the Office of Management and Budget, Paperwork Reductions Project (1624-0018), Washington, DC 20503.
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 2

Physical Description:

The Bolivar Heights/School House Ridge Skirmish Site, more recently known as the Hillside Fruit Farm, is located along State Secondary Route 27 (Bloomery Road), formerly Old Furnace Road. Fronting on the east side of the road, the farm sits on the west face of Bolivar Heights, facing the School House Ridge to the west. The property is historically part of the eastern tract of the larger 277 acre grain farm belonging to Daniel Moler. Known as “Prospect Hill” Farm the property was bisected by the Old Furnace Road. It was across Moler’s fields, between the School House Ridge and Bolivar Heights that the Confederate and Union skirmishers faced each other the morning of September 15, 1862. The farm was converted to the cultivation of fruits during the second half of the 19th century. The 56-acre section addressed in this nomination is currently uncultivated and all fruit trees have been removed. The c.1890 house and associated farm buildings, located centrally along the western boundary of the property, are vacant and in a state of decay. The Bolivar Heights ridge above the farm is wooded with deciduous trees. The land opposite the farm, across Bloomery Road, on the east face of School House Ridge is also fallow. The School House Ridge masks a small housing development on its west face.

The c.1890 house associated with the orchard era of the property is a two story braced frame structure on a limestone foundation. The west elevation, fronting on Bloomery Road, is three bays in a window/door/window pattern. Windows are six over six sash, the door is half-panel with a six light window. The front section of the house is one bay deep with a projecting three-part bay window on the south elevation. The full-length front porch has a hipped roof supported with square columns. The ell section of the house sits on the same stone foundation. Along the south elevation of the ell is a recessed two-story porch, which has been enclosed. The house was originally covered with weatherboard siding, which has been covered with rough stucco. The shallow pitched roof is sheathed with raised seam metal; there is one central brick chimney.

The interior of the house is extremely decayed. Windows and some moldings appear to be original, however, it seems floors may have been raised during a mid 20th century renovation. The front section of the house is two rooms on the first floor with the front door opening directly into the northwest room. The enclosed stairs are located in the center of the house, the second story has two smaller rooms with a large walk-in closet between. The ell section of the house consists of the kitchen and a mudroom in the enclosed side porch on the first story. The second story has several smaller rooms, including a room in the enclosed balcony.
Several outbuildings are located to the rear of the dwelling house, all of which appear to be of a later construction date than the house. Directly behind the house, to the east is a one-story frame shed with vertical board siding and a corrugated metal roof. Immediately to the east of the shed is a one-story frame garage with concrete block equipment shed attached which share a channeled metal roof. Southeast of the house complex is a large storage building associated with the orchard farm. It is a frame building on concrete foundation with corrugated metal siding.
Statement of Significance:

The Bolivar Heights/School House Ridge Skirmish Site is significant under National Register Criterion A for its association with the September 1862 siege of Harpers Ferry by Confederate troops under the command of Maj. Gen. Thomas J. “Stonewall” Jackson. By the morning of September 15, 1862, Gen. Jackson had surrounded the Union garrison at Harpers Ferry with artillery on Maryland Heights to the northeast, Loudoun Heights to the southeast, and along the School House Ridge to the west. Infantry under the command of Brig. Gen. Jubal Early, placed at the edge of the woods on the east face of School House Ridge, prepared to attack the Federal skirmish line along the west face of Bolivar Heights, in concert with A.P. Hill’s attack from the southwest. Confronted with overwhelming Confederate artillery fire, the early morning surrender of Harpers Ferry by Col. Dixon Miles cut short the infantry attack. The School House Ridge Skirmish Site is part of the Multiple Property Documentation entitled “Historic Properties of Harpers Ferry National Historical Park.” The site is significant within the context of Harpers Ferry in the Civil War as a Military Site property type.

Resource History

For two decades prior to the Civil War, Daniel Moler and his neighbors quietly farmed the pleasant little valley between the School House Ridge and Bolivar Heights. Visually cut-off from the civilization of Bolivar and Harpers Ferry just across Bolivar Heights to the east, it was conveniently connected by the Old Furnace Road to both the Charlestown Turnpike (now Route 340) on the south and Potomac Street extended on the north. The predominant cultivation of grains such as wheat, rye, and corn by farmers of the Shenandoah Valley would likely have been practiced on Moler’s 280 acre “Prospect Hill Farm.” The location of a nearby Grist Mill at the north end of Old Furnace Road, where grains could be processed for market, further enhanced the attractive farm location.¹

The peace in the valley would be shattered severely in September 1862. Twelve thousand, five hundred Union soldiers had been garrisoned at Harpers Ferry, still within secessionist Virginia in 1862, to protect vital lines of supply and communication, as well as the B&O Railroad. General Robert E. Lee’s invasion into northern territory in September of 1862 depended on the southern army’s ability to move supplies and communications along the Shenandoah Valley “by way of Staunton, Harrisonburg, and Winchester, entering Maryland at

¹ See 1852 Map of Jefferson Co. West Virginia; also Jefferson Co. Land Records 26/455 and 3/327 for Daniel Moler’s farm description.
The Union presence at Harpers Ferry and Martinsburg had to be neutralized to make Lee’s invasion plans viable. General Lee’s famous Special Orders No. 191 detailed the split of the Army of Northern Virginia, sending the commands of Generals Jackson, McLaws, and Walker “to endeavor to capture the enemy at Harper’s Ferry and vicinity,” thereby freeing the Shenandoah Valley of any Union presence. Meanwhile, Generals Longstreet and D. H. Hill waited at Boonsboro in Maryland. Their eventual objective was to move further north. By September 14th all of Jackson’s forces were in place to achieve the capitulation of Harpers Ferry. McLaws had overtaken the 2,000 Union troops on Maryland Heights and placed artillery there commanding the right of the Union defensive lines in Harpers Ferry. Walker had arrived on the undefended Loudoun Heights placing artillery on the left and rear of the Union defenses. The Union’s main defensive works were located along the ridge of Bolivar Heights. There a line of skirmishers stood in front along the western face of the ridge. Confederate infantry and artillery, Ewell’s division, under the command of General Jubal Early approached from the west to complete the three pronged advance to Harpers Ferry. Early reported,

After passing Halltown, the division advanced to the woods on School-House Hill, in line, in the following order: Lawton’s and Trimble’s brigades . . . on the right of the Turnpike; Hays’ brigade on the left of it, and my own brigade in rear of Lawton’s . . . thus getting possession of this hill, which fronted Bolivar Heights . . . . My brigade was then moved across the road by flank and placed immediately in rear of Hays’ brigade . . . . At dawn [Sept. 15] the brigades were advanced to the front of the woods . . .

General “Stonewall” Jackson’s former division had advanced to the northern end of School House Ridge near the Potomac River, across from the extreme right of the Union defense. Henry Kyd Douglas, close aid to General Jackson recalled,

At three o’clock [a.m., Sept. 15] General Jackson sent for me and directed me to go at once to his old division and direct General D. R. Jones who was commanding it to move forward his skirmishers at daylight toward Bolivar

---

Heights, to open on it with his artillery, and make as imposing a demonstration as possible. 5

Meanwhile A. P. Hill’s division moved in on the Union left, along the Shenandoah River. With the Confederate batteries at Maryland Heights, Loudoun Heights, and School House Ridge raining fire on the Federal defense on the morning of September 15th the outlook was grim. General Jackson described the scene,

“At dawn, September 15... Lawton’s brigade... moved by flank to the bottom between School-House Hill and Bolivar Heights, to support the advance of... [A. P.] Hill. Lieutenant-Colonel Walker opened a rapid enfilade fire from all his batteries at about 1,000 yards range. The batteries on School-House Hill attacked the enemy’s lines in front. In a short time the guns... under the direction of Colonel Crutchfield, opened from the rear. The batteries of Poague and Carpenter opened fire on the enemy’s right. The artillery upon the Loudoun Heights, of Brigadier-General Walker’s command... again opened upon Harper’s Ferry, and also some guns of Major-General McLaw’s from the Maryland Heights.

In an hour the enemy’s fire seemed to be silenced, and the batteries of General Hill were ordered to cease their fire, which was the signal for storming the works. General Pender had commenced his advance, when, the enemy again opening, Pegram and Crenshaw moved forward their batteries and poured a rapid fire into the enemy. 6

By 8 a.m. the fight was over, the Union garrison had surrendered. Leaving General Hill to handle the parole of the 12,500 prisoners, Jackson, McLaw’s, and Walker headed for Sharpsburg and the battle brewing there. 7

Following the Civil War, the quiet life of farming returned to the little valley below Bolivar Heights. In 1868, Samuel Howell Brown, local surveyor and mapmaker, purchased “the tract of land upon which the said [Daniel] Moler resided for many years... composed of two tracts of land.” 8 In 1876, the farm, now containing 266 acres was sold to Rudolph Rau who also owned a farm on the south side of the Turnpike. It is possible that Rau was experimenting with

8 Jefferson Co. Land Record, Liber 3, Folio 520, Jefferson County Court House, Charles Town, WV.
the cultivation of market fruits, rapidly becoming popular with farmers in the eastern panhandle of West Virginia. A sale of Rau’s personal property in 1870, included among the farm equipment, a wine press and cider mill.

By 1897, following Rau’s death, 92 acres of the original “Prospect Hill Farm,” on the east side of Old Furnace Road, were sold separately as “The Vineyard Farm” to Rau’s children. Clearly, this parcel of the farm was by then devoted to fruit farming. “The Vineyard Farm” also had on it a modest two-story dwelling, constructed late in the 19th century, prior to Rudolph Rau’s death.

In 1904, “The Vineyard Farm,” now 83 acres, was sold to Thomas Rutherford. Rutherford sold 81 acres in 1912 to W. A. Higgs, who then sold it to Fannie Hockensmith in 1925. The Hockensmith family owned and operated the orchard farm, which they called “The Homeplace” and later, “Hillside Fruit Farm,” for approximately 60 years. By 1987, the “Hillside Fruit Farm” had been reduced to less than 60 acres.

In September 1992 a trustee for the Neidingers sold the property in two parcels to Jefferson Security Bank. The bank then sold the land to the Civil War Trust, an organization dedicated to the preservation of Civil War battlefields, in December 1992. In June 1998 the Civil War Trust deeded the Bolivar Heights/School House Ridge Skirmish Site to the Harpers Ferry National Historical Park.

Resource Evaluation:

The Bolivar Heights/School House Ridge Skirmish Site is part of the Multiple Property Documentation entitled “Historic Properties of Harpers Ferry National Historical Park” within

---

9 Virginia Free Press, October 15, 1870, microfilm collection, Harpers Ferry National Historical Park, Harpers Ferry, WV.
the context of Harpers Ferry in the Civil War. Its significance as an historic landscape associated with the 1862 siege of Harpers Ferry is documented in the historic record. The integrity of the site, despite changes in land use since 1862 remains fairly good. While the farm moved from the cultivation of grains to fruit throughout the intervening years, all evidence of the orchard has been cleared from the site, leaving open fields. The four associated buildings from the later orchard occupation are in an extreme state of decay and are not considered eligible for National Register nomination. Much of the adjoining land to the east and north is owned by the Harpers Ferry National Historical Park and is currently wooded. The Old Furnace Road (now State Secondary Route 27 or Bloomery Road) retains its original path. Properties located on the west side of the road, on the School House Ridge, remain undeveloped at this time, however, development has occurred on the west face of the ridge. This development cannot be observed from the Bolivar Heights/School House Ridge Skirmish Site.
Major Bibliographical References:


Jefferson County Land Records and Wills, Jefferson County Court House, Charles Town, WV.

Luce, William, CSA, 1862 Sketch of Vicinity of Harpers Ferry, Harpers Ferry NHP Library, Harpers Ferry, WV.


Microfilm collection, Harpers Ferry National Historical Park, Harpers Ferry, WV.


Verbal Boundary Description:

The Bolivar Heights/School House Ridge Skirmish Site boundary is defined by the parcel boundaries found on Harper Ferry District Tax Map #7, Parcels 1 and 2, containing 56.07 acres in total.

Boundary Justification:

The Bolivar Heights/School House Ridge Skirmish Site boundaries include more than half of the original eastern tract of the Daniel Moler farm, as it was composed during the Confederate siege in 1862. The eastern boundary line and part of the northern line are contiguous with current Harpers Ferry NHP property, adding an important section to the School House Ridge/Bolivar Heights Civil War era landscape.
MAP OF JEFFERSON CO., VA
Oct. 1862
MAP OF
JEFFERSON COUNTY
VA.
Photographed for the Bureau of Topographical Engineers
Oct, 1862
Scale of Miles.
MAP OF THE
BATTLE-FIELD
OF
HARPER'S FERRY AND S.H
WITH POSITION OF TROOPS, ROUTE
Sept. 13 to 17, 1862
TOU. OFFICE ANY
BY S. HOWELL BROWN, Lieut. Eng
IN CHARGE TOPS. DEPT. A. N.
Jan. 27, 1864.
Scale of Miles

To accompany report of General Robert E. Lee, C.S.A.
SERIES I, V. L. X, PART 1, PAGE 139
SCHOOL HOUSE RIDGE SKIRMISH SITE

Sketch Map of Property or Attach Copy of USGS Map

- Boomer Road State Secondary FL 27
- main house
- garage
- equipment barn
- fruit warehouse

Site No.
HARPERS FERRY NHP
SCHOOL HOUSE RIDGE SKIRMISH SITE
HARPERS FERRY DIST. TAXMAP #7

PHOTO KEY
①→PHOTO # + DIRECTION
--- outline of nominated property.

WILLIAM L. WILSON (FWY)
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Bollman--Wernwag--Latrobe Bridge

MULTIPLE NAME: Harpers Ferry National Historical Park MPS

STATE & COUNTY: WEST VIRGINIA, Jefferson

DATE RECEIVED: 2/13/02 DATE OF PENDING LIST: 3/11/02
DATE OF 16TH DAY: 3/27/02 DATE OF 45TH DAY: 3/30/02
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 02000287

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

- __ACCEPT ___RETURN ___REJECT ________________DATE

ABSTRACT/SUMMARY COMMENTS:

DOCUMENTATION see attached comments Y/N see attached SLR Y/N
United States Department of the Interior  
National Park Service  

National Register of Historic Places  
Registration Form  

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

<table>
<thead>
<tr>
<th>historic name</th>
<th>Bollman Bridge, Wernwag or Latrobe Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>other names</td>
<td>B &amp; O Railroad Potomac River Bridge</td>
</tr>
</tbody>
</table>

2. Location

<table>
<thead>
<tr>
<th>street &amp; number</th>
<th>At the confluence of the Potomac and Shenandoah Rivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>city or town</td>
<td>Harpers Ferry, WV</td>
</tr>
<tr>
<td>state code</td>
<td>WV</td>
</tr>
<tr>
<td>county code</td>
<td>Jefferson 037</td>
</tr>
<tr>
<td>zip code</td>
<td></td>
</tr>
</tbody>
</table>

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this □ nomination □ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property □ meets □ does not meet the National Register criteria. I recommend that this property be considered significant □ nationally □ statewide □ locally. (□ See continuation sheet for additional comments).

<table>
<thead>
<tr>
<th>Signature of certifying office/Title</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2-12-02</td>
</tr>
</tbody>
</table>

State or Federal agency and bureau:

National Park Service

In my opinion, the property □ meets □ does not meet the National Register criteria. (□ See continuation sheet for additional comments).

<table>
<thead>
<tr>
<th>Signature of certifying office/Title</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11-16-01</td>
</tr>
</tbody>
</table>

State Historic Preservation Officer for Maryland -- Maryland Historical Trust

State or Federal agency and bureau:

4. State/Federal Agency Certification

I hereby, certify that this property is:

☐ entered in the National Register.  
☐ See continuation sheet.  
☐ determined eligible for the National Register.  
☐ See continuation sheet.  
☐ Determined not eligible for the National Register.  
☐ removed from the National Register.  
☐ other (explain):  

<table>
<thead>
<tr>
<th>Signature of the Keeper</th>
<th>Date of Action</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Bollman Bridge

### Name of Property

**Washington Co. MD, Jefferson Co. WV**

### 5. Classification

<table>
<thead>
<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Check as many boxes as apply)</td>
<td>(Check only one box)</td>
<td>(Do not include previously listed resources in the count)</td>
</tr>
<tr>
<td>□ private</td>
<td>□ building(s)</td>
<td></td>
</tr>
<tr>
<td>□ public-local</td>
<td>□ district</td>
<td></td>
</tr>
<tr>
<td>□ public-State</td>
<td>□ site</td>
<td></td>
</tr>
<tr>
<td><strong>☑ public-Federal</strong></td>
<td><strong>☑ structure</strong></td>
<td><strong>1</strong></td>
</tr>
<tr>
<td>□ Object</td>
<td>□ Object</td>
<td></td>
</tr>
</tbody>
</table>

### Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

**Historic Properties of the Harpers Ferry National Historical Park**

### 6. Function of Use

<table>
<thead>
<tr>
<th>Historic Functions</th>
<th>Current Functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Enter categories from instructions)</td>
<td>(Enter categories from instructions)</td>
</tr>
<tr>
<td>Transportation/rail-related</td>
<td>Ruin</td>
</tr>
</tbody>
</table>

### 7. Description

<table>
<thead>
<tr>
<th>Architectural Classification</th>
<th>Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Enter categories from instructions)</td>
<td>(Enter categories from instructions)</td>
</tr>
<tr>
<td>N/A</td>
<td>Foundation</td>
</tr>
<tr>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Walls</td>
</tr>
<tr>
<td></td>
<td>Roof</td>
</tr>
<tr>
<td></td>
<td>Other</td>
</tr>
</tbody>
</table>

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets)
8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☑ A Property is associated with events that have made a significant contribution to the broad pattern of our history.
☐ B Property associated with the lives of persons significant in our past.
☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
☐ D Property as yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:
☐ A owned by a religious institution or used for religious purposes.
☐ B removed from its original location.
☐ C a birthplace or grave.
☐ D a cemetery.
☐ E a reconstructed building, object, or structure.
☐ F a commemorative property.
☐ G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

Area of Significance
(Enter categories from instructions)

Transportation

Period of Significance
1836-1936

Significant Dates
1851, 1861

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):
☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # ________
☐ recorded by Historic American Engineering Record # ________

Primary location of additional data:
☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Name of repository:
### 10. Geographical Data

**Acreage of Property**  
Approximately 1

**UTM References**  
(Place additional UTM references on a continuation sheet)

<table>
<thead>
<tr>
<th>Zone</th>
<th>Easting</th>
<th>Northing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>18</td>
<td>263</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Verbal Boundary Description**  
(Describe the boundaries of the property on a continuation sheet)

**Boundary Justification**  
(Explain why the boundaries were selected on a continuation sheet)

### 11. Form Prepared By

**name/title**  
Paula S. Reed, PhD, Architectural Historian and Edith B. Wallace, Research Associate

**organization**  
Paula S. Reed and Associates, Inc.

**date**  
2/99

**street & number**  
105 N. Potomac Street

**city or town**  
Hagerstown

**state**  
Maryland

**telephone**  
301-739-2070

**zip code**  
21740

### Additional Documentation

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A Sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs**

- Representative black and white photographs of the property.

**Additional Items**  
(Check with the SHPO or FPO for any additional items)

### Property Owner

**name**  
Harpers Ferry National Historical Park

**street & number**  
PO Box 65

**city or town**  
Harpers Ferry

**state**  
WV

**telephone**  
304-535-6298

**zip code**  
25425

**Paperwork Reduction Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Physical Description:

At the Junction of the Shenandoah and Potomac Rivers are ruins of the abutments and piers of two early railroad bridges which shared the same alignment. The more recent of these two bridges was the famous Bollman Metallic Truss developed by Wendall Bollman, engineer, who served for some years as Master of the Road for the B & O Railroad. Completed in 1870, the Bollman Bridge was used by rail and highway traffic until it was destroyed by floods in 1936. The westernmost span of this bridge carrying the Valley or Winchester Branch was built in 1851 and was one of the earliest examples of Bollman's truss system. This original Bollman section was a single suspension truss of wrought iron, 124 feet in the clear span. At that time the remainder of the bridge was timber construction.

The original railroad bridge was a covered timber structure. Built in 1836-37 this bridge presumably consisted of sheathed wooden trusses. Designed by Benjamin Latrobe, then Chief Engineer in Bridge Design for the B & O, it was constructed by Lewis Wernwag. After 1839, this bridge had a unique Y form to accommodate two branches of the railroad.

The current remaining structures include the ruins of the six stone piers and two stone abutments. In extremely low water, pieces of the iron superstructure from the Bollman Bridge are visible on the Potomac River bottom. The piers and abutments are constructed of finely cut stone masonry, the westernmost pier, near the Harpers Ferry abutment is double the length of the other piers, indicating the location of the “Y” built for the B&O extension to Cumberland in 1841-42.¹

Several of the piers exhibit extensive new damage resulting from the back-to-back floods of 1996.

¹Charles W. Snell and Barry Mackintosh, National Register Nomination Form, Harpers Ferry National Historical Park, 1980, continuation sheet, Item 7, page 22.
Statement of Significance:

The Wernwag/Bollman Bridge Piers were extensively researched and recorded for a National Register Nomination entitled “Baltimore and Ohio Railroad Crossing of the Potomac River between Maryland Heights, Maryland and Harpers Ferry, West Virginia” submitted by Paula Stoner Dickey (now Reed) and Robert M. Vogel in 1979. The following statement is a summarization of the history of the Wernwag/Bollman Bridge in the significance section in their report with a few details added from a report written by D.E. Stinson. The Bollman Bridge remnants are being included in the multiple property documentation submission for Harpers Ferry National Park entitled “Historic properties of Harpers Ferry National Park.” In 1992, the piers for the Bollman truss bridge included in the Maryland nomination were acquired by the Harpers Ferry National Historical Park and are therefore being added to the Park’s nominated area. They are part of the contexts, “Development of Harpers Ferry as a Transportation/Communications Link” and “Harpers Ferry in the Civil War.” The property type is “Rail-related Resource.”

The Wernwag/Bollman Bridge Piers stand as ruined monuments to the determination of the railroad men to keep the B&O Railroad link between Maryland and West Virginia/Virginia open despite repeated destruction by war and floods. Notwithstanding their ruined state the piers represent the engineering ingenuity of the mid 19th century and the destructive force of the river.

The B&O Railroad first crossed the Potomac River at Harpers Ferry in 1836, connecting the B&O line from Baltimore with the Winchester and Potomac line on the point at Harpers Ferry, and, with the addition of the “Y” at the western end of the bridge, continued the main line on to Cumberland, Maryland.\(^1\) This first structure was a covered bridge, constructed of timber, designed by Benjamin H. Latrobe, Chief Engineer for the B&O Railroad. Local bridge builder Lewis Wernwag oversaw construction.

The Wernwag Bridge, as it became known, operated both as a railroad bridge, and as a toll bridge for wagons and foot traffic. An 1836 Deed of Agreement between the B&O Railroad Co. and the Wager family, allowed the Wagers to continue collecting tolls on the new bridge, as they had on their earlier bridge, but ensured that no tolls would be collected on the railroad.\(^2\) An 1840 Deed conveys the complete ownership of the Wernwag Bridge, including the right to collect tolls, the railroad company.\(^3\)

---


\(^2\)Washington Co. Land Records, Liber RR, Folios 148 and 374, Washington County Court House, Hagerstown, Maryland.

\(^3\)Washington Co. Land Records, Liber UU, Folios 862, 864, 866.
The timber Wernwag Bridge remained unchanged until 1851, when the span passing from the Harpers Ferry abutment to the first pier was replaced with an iron span. The B&O company twice replaced wooden spans which had collapsed in 1844 and again in 1845. The new 1851 iron span was of a new design, by Wendel Bollman. Perhaps only one span was replaced as an experiment with this new system of construction, described as “a single suspension truss of wrought iron, 124 feet in clear span.”

At the beginning of the Civil War the bridge remained in this configuration, one iron truss span, the rest covered timber. In June, 1861, Confederate troops burned the wooden section of the Wernwag Bridge and blew up the iron span as they left Harpers Ferry, leaving only the stone piers behind. Throughout the war years temporary bridge replacements were set up, and destroyed by troop action or by floods, no less than six times.

With the close of the Civil War, the B&O Railroad Company set about replacing the Potomac River bridge. The extreme curvature of the tracks, both on the Maryland shore, due to the protuberance of the Maryland Heights, and on the Harpers Ferry side, because of the sharp turn north toward Cumberland, had been a problem of the old Wernwag Bridge. Even the slow trains of the 1830s to 50s, were forced to reduce speeds to navigate the curves. Despite the fact that slowing the trains cost the B&O company money, when the time came to replace the bridge, the higher cost of realigning the bridge, reducing the curves, outweighed the loss of time and money, even with the faster, longer, and heavier trains used following the war. Therefore, the new Bollman Iron Truss Bridge used the same piers and followed the same alignment as the old Wernwag Bridge.

The engineering marvel known as the Bollman Bridge, operated for 30 years as a railroad bridge and toll bridge for wagon and foot traffic, just as the earlier bridge had. But by the 1890s the railroad company could no longer tolerate the expense of operating trains on the extreme curves on either end of the bridge. In 1894 a new steel truss bridge was constructed for the railroad, following a new alignment north of the point at Harpers Ferry, and through a new tunnel at Maryland Heights. The Bollman Bridge was sold to the Harpers Ferry and Potomac Bridge Co., along with the right to collect tolls, for the purpose of carrying wagon and foot traffic only.

The Bollman Bridge continued in operation, eventually carrying the automobile traffic of State Route 340, and known as the Harpers Ferry Bridge, until the great flood of 1936. Higher than any previous recorded flood, the raging waters of the Potomac rose at an unimaginable rate. In a letter written by Dr. Henry McDonald, then President of Storer College, on March 18, 1936, “sometime about 7:30 the famous Bollman [Bollman] bridge over the Potomac went down...”
Property Chain of Title

(located in Washington Co. Maryland Land Records Office)

Liber 731, Folio 360
9 September 1992
Quitclaim Deed and Easement
“Grantor does hereby donate, grant, convey, release, assign and quitclaim”
To: USA
From: State of Maryland, Board of Public Works
“All those six(6) stone piers lying and being in Washington County, Maryland, designed between 1834 and 1837 by Benjamin Latrobe, which supported the original B&O Railroad Bridge that spanned the Potomac River between Harpers Ferry, WV and Washington Co., MD...”

Liber E.O. 201, Folio 667
22 August 1936
$7,500.00
“...a certain bridge and bridge site, known as the Harpers Ferry Bridge...the abutments and piers thereof and the land upon which the same rest, and all the structure of said bridge as now standing...”
To: State of Maryland and State of West Virginia
From: Harpers Ferry and Potomac Bridge Co., WV

Liber 102, Folio 343
9 July 1894
$25,000.00
To: Harpers Ferry and Potomac Bridge Co.
From: Daniel & Lena Lucas; A.W. & Mary McDonald; George & Lalie Baylor; E.B. & Julia Chambers; Forrest & Emma Brown [owners of Harpers Ferry and Potomac Bridge Co.]

Liber 101, Folio 663
24 May 1894
To: Lucas, Brown, McDonald, Chambers, and Baylor
From: Baltimore and Ohio Railroad Co.; Mercantile Trust and Deposit Co. of Baltimore, trustee in a Mortgage by B&O Railroad, 1887

Liber UU, Folio 862, 20 March 1840, Gerard Wager to B&O Railroad
Liber UU, Folio 864, 20 March 1840, Noah Swayne to B&O Railroad
Liber UU, Folio 866, 20 March 1840, Peter Wager to B&O Railroad
These three deeds conveyed ownership of the new Latrobe/Wernwag Bridge (viaduct) to the railroad company, including the right to collect tolls.
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Bollman Bridge
Name of Property

Washington Co., MD, Jefferson Co., MD
County and State

Section 8 Page 5

Liber RR, Folio 374, 23 March 1836, Peter Wager, James Wager to B&O Railroad
Liber RR, Folio 148, 28 August 1825, Gerard Wager to B&O Railroad

These two deeds of Agreement allowed for the future building of a new bridge(viaduct), and to ensure that no tolls would be collected on the railroad by the Wagers.
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 2

Major Bibliographical References:


McDonald, Dr. Henry T., “The Flood of ‘36,” General Correspondence, Storer College Collection, Harpers Ferry National Park Library, Harpers Ferry, WV.


Washington County Land Records.
Verbal Boundary Description:

The boundaries for the Bollman bridge piers encompass the property which was acquired by the Harpers Ferry NHP in 1992, and are included within the larger boundaries of the Harpers Ferry NHP.

Boundary Justification:

Already listed in the National Register in Washington County, the remnants of the Bollman Bridge are now being included with the Historic Properties of the Harpers Ferry National Historical Park because of the 1992 acquisition.
United States Department of the Interior  
National Park Service  

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

<table>
<thead>
<tr>
<th>historic name</th>
<th>Niswarner Tract (preferred)</th>
</tr>
</thead>
<tbody>
<tr>
<td>other names</td>
<td>Sherwood Property</td>
</tr>
</tbody>
</table>

2. Location

<table>
<thead>
<tr>
<th>street &amp; number</th>
<th>Chestnut Hill Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>city or town</td>
<td>Harpers Ferry</td>
</tr>
<tr>
<td>state</td>
<td>West Virginia</td>
</tr>
<tr>
<td>code</td>
<td>WV</td>
</tr>
<tr>
<td>county</td>
<td>Jefferson</td>
</tr>
<tr>
<td>code</td>
<td>037</td>
</tr>
<tr>
<td>zip code</td>
<td>25425</td>
</tr>
</tbody>
</table>

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this □ nomination □ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property □ meets □ does not meet the National Register criteria. I recommend that this property be considered significant □ nationally □ statewide □ locally. (□ See continuation sheet for additional comments).

<table>
<thead>
<tr>
<th>Signature of certifying office/Title</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Susan M. Pierce</td>
<td>DSHPO 2/26/01</td>
</tr>
</tbody>
</table>

4. State/Federal Agency Certification

I hereby certify that this property is:

- □ entered in the National Register.
- □ determined eligible for the National Register.
- □ removed from the National Register.

Date of Action: 8/7/01
### 5. Classification

<table>
<thead>
<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Check as many boxes as apply)</td>
<td>(Check only one box)</td>
<td>(Do not include previously listed resources in the count)</td>
</tr>
<tr>
<td>☐ Private</td>
<td>☐ Building(s)</td>
<td>Contributing 1 Noncontributing 1</td>
</tr>
<tr>
<td>☑ Public-State</td>
<td>☑ Site</td>
<td>buildings</td>
</tr>
<tr>
<td>☑ public-Federal</td>
<td>☑ Structure</td>
<td>sites</td>
</tr>
<tr>
<td></td>
<td>☑ Object</td>
<td>structures</td>
</tr>
</tbody>
</table>

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Historic Properties of Harpers Ferry National Historical Park

Total number of contributing resources previously listed in the National Register

6. Function of Use

<table>
<thead>
<tr>
<th>Historic Functions</th>
<th>Current Functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Defense/military facility</td>
<td>Landscape/park</td>
</tr>
</tbody>
</table>

7. Description

<table>
<thead>
<tr>
<th>Architectural Classification</th>
<th>Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Enter categories from instructions)</td>
<td>(Enter categories from instructions)</td>
</tr>
<tr>
<td>N/A</td>
<td>foundation</td>
</tr>
<tr>
<td></td>
<td>walls</td>
</tr>
<tr>
<td></td>
<td>roof</td>
</tr>
<tr>
<td></td>
<td>other</td>
</tr>
</tbody>
</table>

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)
Physical Description:

The 126 acre Sherwood Property is located on the west side of Chestnut Hill Road, on the western face of Loudoun Heights in Jefferson Co., West Virginia. The buildings associated with the Sherwood Property, also known as the Niswarner Tract, are in an extreme state of decay. Vacant since 1979, the buildings have become so overgrown with vegetation they are difficult to observe. The property is now nearly impenetrable with the growth of young deciduous trees and undergrowth. Only the house remains standing along with remnants of outbuildings. The property once included a barn, springhouse and a collection of domestic and agricultural outbuildings, as identified in The Loudoun Heights Archaeological and Historical Resources Study, 1992.

The house is a two story, three bay light weight frame building covered with asbestos shingle siding. It has a central entrance with windows on either side, and only two windows at the second story level, following a late 19th-early 20th century vernacular form. A porch supported by large square posts extends across the front. The house is L-shaped with a shed extension attached at the rear.
8. Statement of Significance

**Applicable National Register Criteria**
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- **A** Property is associated with events that have made a significant contribution to the broad pattern of our history.
- **B** Property associated with the lives of persons significant in our past.
- **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- **D** Property as yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**
(Mark "x" in all the boxes that apply)

- **A** Owned by a religious institution or used for religious purposes.
- **B** Removed from its original location.
- **C** A birthplace or grave.
- **D** A cemetery.
- **E** A reconstructed building, object, or structure.
- **F** A commemorative property.
- **G** Less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**
(Explain the significance of the property on one or more continuation sheets)

**Area of Significance**
(Enter categories from instructions)

- Military

**Period of Significance**
1861-1862

**Significant Dates**
September 12-15, 1862

**Significant Person**
(Complete if Criterion B is marked above)

- N/A

**Cultural Affiliation**
N/A

**Architect/Builder**
Unknown

9. Major Bibliographical References

**Bibliography**
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

**Previous documentation on files (NPS):**
- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey 
- Recorded by Historic American Engineering Record

**Primary location of additional data:**
- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

**Name of repository:**
United States Department of the Interior  
National Park Service  

National Register of Historic Places  
Continuation Sheet  

Statement of Significance:

The Niswarner Tract (Sherwood Property) is significant under National Register Criterion A for its documented association with Civil War encampments. Through 1861 and 1862, Loudoun Heights was occupied variously by elements of both the Confederate and Union armies. Artillery placed by Confederate Gen. T. J. Jackson on the western plateau occupied by the Niswarner farm, helped bring about the much needed surrender of the Union troops at Harpers Ferry on September 15, 1862. The XII Corps, 2nd Division of the United States Army of the Potomac encamped at that same location, from late September to the end of October 1862. In 1992, the National Park Service conducted an above-ground survey of the documented sites on Loudoun Heights. In their report, Loudoun Heights Archeological & Historical Resources Study, Susan E. Winter and Dennis E. Frye state: "Although the Niswarner [sic] farm served as an encampment area, no apparent Civil War features were located at this site." It is important to note, however, that this was an above-ground survey and that information may be available below the surface. Features relating to the domestic occupation of the site were found during the 1992 archeological survey, including various foundations and building remnants.

Resource History

The Niswarner Tract played a significant role in the story of agricultural and economic development of the Harpers Ferry area. While most of the buildings associated with the 18th and 19th century occupation of the site are in ruins, documentary evidence of the colorful history of the site is recorded in the "Domestic Occupation on Loudoun Heights" chapter of the above mentioned report by Winter and Frye.  

Beginning in 1818, Catherine Niswarner purchased the 151 acre tract, located on a plateau on the west side of Loudoun Heights, from Lord Fairfax. Catherine’s son John received title to the property, which he had occupied for ten years, in 1828. Following John’s death in 1833, the farm passed on to his wife, Catherine, and their children. Widow Catherine, her seven older children, and an unspecified number of younger children, continued to live and work on the hillside farm. An 1850 tax assessment of $6,280, apparently much higher than the value assessed on nearby farms, indicated the Niswarner farm to be a remarkably successful one. Perhaps the farm’s location on the western plateau of the mountain gave a climatic advantage. A letter from Brigadier General John W. Geary while encamped on the Niswarner farm in 1862 described the site as a “pleasant position . . . in the midst of a beautiful orchard . . . .”

---

1 Susan E. Winter and Dennis E. Frye, Loudoun Heights Archeological & Historical Resources Study, Harpers Ferry National Historical Park, 1992, p. 70; domestic features recorded on pp. 196-198. 
2 Ibid., pp. 79-88. 
Experimentation with the cultivation of apples had begun in the western counties of Virginia (West Virginia after 1863) in the late 18th century. In the Eastern Panhandle county of Jefferson, local farmer William Miller, located northwest of Harpers Ferry along the B & O Railroad line, had begun cultivating apples and peaches as early as 1850, and by the 1870s was transporting his produce to Baltimore by rail. It is possible that the Niswarner family was also experimenting early with the cultivation of fruit for markets. Following the 1879 purchase of 121 acres of the Niswarner tract by George W. Green, the farm became known as the “Fruit Hill Farm” indicating its function as an orchard farm.

The Green ownership would eventually lead to a completely new employment of the pleasant plateau on the western cliffs above the Shenandoah River. An 1889 advertisement in the Virginia Free Press, by Charles G. Green, who had purchased the property in 1887 from George Green, described plans for a large hotel to be constructed on the property overlooking the river. Summer tourism in the Harpers Ferry area began to grow as a business in the 1870s and 80s. Hotels and boarding houses flourished, enhanced by the convenient location of the railroad and turnpike, by the breathtaking scenery and mineral springs, and by the interest of the general public in John Brown’s 1859 raid, which helped touch off the Civil War. The Green family’s grand investment was perhaps also inspired by the 1882 construction of the toll bridge over the Shenandoah River, providing ready access to their mountain land. Construction of “Green’s Mountain House” on Loudoun Heights was not actually completed until 1891 when the property had returned to the ownership of George W. Green. Tax assessments for the property rose from $960 in 1890 to $5,100 in 1891. George Green’s resort hotel had a capacity of 250 guests and touted an “abundance of water flowing from Natural Mineral Springs,” for which he took out three mortgages totaling $6,000. By 1898, G. W. Green was broke, his “Mountain House” advertised for public sale. In 1899 the hotel was sold to Charles Roach and renamed the “Hotel Shenandoah.” In 1902 the entire structure burned to the ground and was never rebuilt.

Charles Roach sold his apparently abandoned property to William Daily in the year 1910. Tax assessments for that year of a mere $70 for improvements on the property indicate that

---


5Winter and Frye, p. 84.

6Ibid, p. 84, quotation from 1898 newspaper advertisement.

7Ibid, p. 85; archeological investigations found no above-ground evidence of the hotel foundation, however the Spring Box (Feature DS1-F2) is thought to be from the hotel period, see p. 126.
nothing had been constructed since the hotel fire. The property was sold to David J. Howell in 1912, when assessments on improvements rose to $250 indicating the possible construction of a modest dwelling, probably the house still standing today but in an advanced state of decay. It is likely the land was returned to agricultural use at this time. Improvements were also noted in 1932 under the ownership of George and Mittie Staubs. In 1955 the farm was purchased by the Sherwood family from Mary Marquette. The Sherwoods held the farm until 1979 when it was purchased by the National Park Service.  

The use of the Niswarner farm during the Civil War for encampment and artillery emplacments has also been documented in the 1992 Loudoun Heights Archeological & Historical Report. September through November 1862 saw the most significant occupation of Loudoun Heights throughout the Civil War. The Niswarner farm was used for the placement of Confederate artillery on the final day of the September 12-15, 1862 Siege of Harpers Ferry, and for Union encampments following the retreat of the Confederate Army several days later.

Loudoun Heights, prior to 1863, was located in the Secessionist State of Virginia. In the Spring of 1861 the Heights were first occupied by Confederate troops under the command of Colonel Thomas J. Jackson. Jackson began the initial efforts to fortify Loudoun Heights, however, these fortifications, consisting of three blockhouses on the ridge of the Heights, were never completed. The Heights were occupied both by Confederate troops and Union troops, on and off, through 1861 and into 1862. No one seemed to think the Loudoun Heights to be of particular strategic importance because of their low elevation compared to Maryland Heights. General T. J. “Stonewall” Jackson (formerly Colonel), now commanding the Confederate attack on Harpers Ferry, knew the virtues of Loudoun Heights. On the evening of September 14th Jackson ordered four batteries of Stapleton Crutchfield’s artillery, located on the School House Ridge, to the western plateau of the Niswarner farm on Loudoun Heights, to support an infantry attack on the Union left on the morning of September 15th. Jackson’s plan brought a quick surrender of the 12,500 Union soldiers at Harpers Ferry, without which, Jackson, Hill, and Walker would not have been able to move quickly to Sharpsburg, Maryland to save Lee from total disaster on September 17th, 1862.

As the Confederate Army retreated up the Shenandoah Valley following their defeat at Antietam, Union troops once again occupied Loudoun Heights. Beginning around September 23, 1862, the 2nd Division, XII Corps, commanded by Brig. Gen. John W. Geary became familiar with the difficulties of life on the Heights. The one bright spot appeared to be the Niswarner farm. In an October 10, 1862 letter to his wife, Gen. Geary described his new head quarters, “... I now find myself esconsed [sic] in the midst of a beautiful orchard, with a full bird’s eye view of

---

8Winter and Frye, p. 88.
9Ibid., pp. 16-36.
beginning around october 28, 1862, the mountain weary troops under general geary were moved to bolivar heights. only pickets remained on the ridge and western slopes of loudoun heights. winter encampments were constructed on the eastern base of the mountain, leaving the niswarner farm encampment all but abandoned. as fortifications and battery placements on maryland heights were improved in the summer of 1863, the defense of loudoun heights became less necessary, and its occupation by troops essentially ended.

resource evaluation

the niswarner tract (sherwood property) is part of the multiple property documentation form “historic properties of harpers ferry national historical park.” the property is significant as a military site property type, in the context of harpers ferry in the civil war, as a contributing element to the landscape of the loudoun heights defenses and encampments. a 1992 archeological and historical survey has established documentary evidence of union encampments and artillery emplacements on the niswarner tract. further, below-ground investigation has the potential to yield important information concerning the more temporary encampment pattern described on the sherwood property. buildings and foundation remnants associated with the domestic occupation of the sherwood property are in a severe state of decay. the farm tract has returned to its original wild state to a point where it is no longer recognizable as a farm. the wild growth and the extreme decay of the buildings results in a lack of integrity of the site to its historic use as a farm and hotel resort.
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9  Page 2

Name of Property
Niswanger Tract

County and State
Jefferson County, West Virginia

Major Bibliographical References:

Map of Jefferson County, Virginia, 1862, copied from S. Howell Brown 1852 Map of Jefferson Co., Harpers Ferry National Historical Park, Harpers Ferry, WV.

Michler, Capt. N., Military Map of Harpers Ferry, Virginia, 1863, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

Newspaper Microfilm Collection, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.


Niswarner Tract

Name of Property

Jefferson County, West Virginia

County and State

10. Geographical Data

Acreage of Property  126.87

UTM References
(Place additional UTM references on a continuation sheet)

1 1 8  2 6 3 5 7 1  4 3 5 5 6 8 9
Zone Easting Northing

3 1 8  2 6 2 9 4 1  4 3 5 4 0 5 3
Zone Easting Northing

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title  Edith Wallace, Research Associate
organization  Paula S. Reed and Associates, Inc.
date  6/99
street & number  105 N. Potomac Street
Telephone  301-739-2070
city or town  Hagerstown
state  Maryland
zip code  21740

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets
Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

Additional Items
(To check with the SHPO or FPO for any additional items)

Property Owner
(Harps Ferry National Historical Park)

name  Harpers Ferry National Historical Park
street & number  PO Box 65
Telephone  304-535-6298

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.
Verbal Boundary Description:

The property is described by the boundaries of Harpers Ferry District Tax Map #8, Parcel 16. Bounded on the east by Chestnut Hill Road and on the west by the Shenandoah River, and on the north and south by properties owned by the National Park Service, containing 126.87 acres.

Boundary Justification:

The boundary follows the historic boundaries of the Niswarner Tract following the 1855 sale of the westernmost 30 acres to William C. House (seen as Parcels 3.1 and 3.2 on HFD Tax Map #8).
United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. Use instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

<table>
<thead>
<tr>
<th>historic name</th>
<th>Storer College</th>
</tr>
</thead>
<tbody>
<tr>
<td>other names</td>
<td></td>
</tr>
</tbody>
</table>

2. Location

<table>
<thead>
<tr>
<th>street &amp; number</th>
<th>Fillmore Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>city or town</td>
<td>Harpers Ferry</td>
</tr>
<tr>
<td>state</td>
<td>WV</td>
</tr>
<tr>
<td>code</td>
<td>WV</td>
</tr>
<tr>
<td>county</td>
<td>Jefferson</td>
</tr>
<tr>
<td>code</td>
<td>037</td>
</tr>
<tr>
<td>zip code</td>
<td>25425</td>
</tr>
</tbody>
</table>

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments).

Signature of certifying office/Title: Susan M. Pierce Date: 2/26/01

National Park Service

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments).

Signature of certifying office/Title: H. Ferry Date: 1/9/01

State or Federal agency and bureau

4. State/Federal Agency Certification

I hereby certify that this property is:

- [ ] entered in the National Register.
- [ ] determined eligible for the National Register.
- [ ] not removed from the National Register.
- [ ] other (explain): accepted A.D.C. for NHP

Signature of the Keeper: Date of Action: 1/9/01
MAP OF
JEFFERSON COUNTY
VA.

Photographed for the Bureau of Topographical Engineers
Oct, 1862
Features
F1 - springhouse
F2 - spring house
F3 - Sherwood house
F4 - outbuilding
F5 - depression
F6 - outbuildings (corncrib/pig pen)
F7 - stone foundation (barn barn)
F8 - depression
F9 - dry-laid stone wall

Figure 7.5

114
**5. Classification**

<table>
<thead>
<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ private</td>
<td>□ building(s)</td>
<td>Contributing: 9 Noncontributing: 8</td>
</tr>
<tr>
<td>□ public-local</td>
<td>□ district</td>
<td>buildings: 12 sites: 1</td>
</tr>
<tr>
<td>□ public-State</td>
<td>□ site</td>
<td>structures: 1 objects: 1</td>
</tr>
<tr>
<td>□ public-Federal</td>
<td>□ structure</td>
<td></td>
</tr>
<tr>
<td></td>
<td>□ object</td>
<td>Total: 10 contributors: 9</td>
</tr>
</tbody>
</table>

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing)

Historic Properties of Harpers Ferry National Historical Park

**6. Function of Use**

<table>
<thead>
<tr>
<th>Historic Functions</th>
<th>Current Functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Education/college</td>
<td>Government/government office</td>
</tr>
<tr>
<td>Defense/arms storage/armory (residential buildings)</td>
<td></td>
</tr>
</tbody>
</table>

**7. Description**

<table>
<thead>
<tr>
<th>Architectural Classification</th>
<th>Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Italianate</td>
<td>foundation Stone</td>
</tr>
<tr>
<td>Greek Revival</td>
<td>walls Brick</td>
</tr>
</tbody>
</table>

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)
Physical Description:

Summary Description:

The Storer College Historic District is located on the high ground of Harpers Ferry known as Camp Hill. The campus, which sits between Fillmore Street and the cliffs above the Shenandoah River, is nestled in a park-like setting among the mature trees and dwellings of this mostly residential area. The 1881 Anthony Memorial Hall (also known as Conrad Wirth Hall, Mather Training Center) dominates the main campus area, which is located on the highest point of Camp Hill. The Hall serves as the center of the main campus arrangement. To the southwest of Anthony Memorial Hall are the Lewis W. Anthony Building and the Bird-Brady House, to the southeast is Permelia Eastman Cook Hall, and to the north, across Fillmore Street at the intersection with Jackson Street is the Curtis Freewill Baptist Church. All of these buildings are historically associated with Storer College and are currently used as an educational facility by the National Park Service.

Several prominent buildings which are missing from the main campus arrangement are Myrtle (Mosher) Hall, which was located immediately north of Anthony Memorial Hall, and New Lincoln (Brackett) Hall, which was located immediately south of Anthony Memorial Hall. The Harpers Ferry Center, the National Park Service Interpretive Design Center, now stands at the former location of New Lincoln Hall. Also missing from the main campus scene are the DeWolf Building, formerly located immediately behind Anthony Memorial Hall, and four frame boarding houses constructed by the college, two west of the Lewis W. Anthony Building and two facing Fillmore Street northwest of Anthony Memorial Hall. On McDowell St., a tennis court constructed in the 1970s marks the site of the Robinson Barn which had been converted by the college into a basketball court in 1921. The National Park Service owns four brick ranch style houses lining an access road west of Anthony Memorial Hall, which were constructed during the Mission 66 era and therefore post-date the period of significance for Storer College. The 1920 Soldiers Gate and Alumni Fence distinguish the main campus along Fillmore Street.

General Description:

The campus area west of Anthony Memorial Hall was historically used for horticultural education and later for the location of the college football field. The Science Building, which was located southwest of the Lewis W. Anthony Building (also the former location of the college barn complex) is now the site of several privately owned homes. The graded area of the former football field is now occupied by a Park Service maintenance facility. Much of the remaining area that was once cleared for cultivation is now wooded.
The main campus east of Anthony Memorial Hall is a sweeping grassy area looking down toward the point of the confluence of the Potomac and Shenandoah Rivers. This was traditionally open space with the exception of the northeast corner lot which was formerly occupied by the Robinson House, home of an early graduate of Storer College and later used for boarding. Across McDowell Street, in the southwest corner lot of the residential block known as GG (a designation from the 1869 S. Howell Brown map), Robinson's barn was converted by the college to a basketball court. The building was razed in the 1970s and a tennis court was constructed on the site. Park Service employees now use the court as a parking lot.

The three other buildings associated with Storer College from its earliest years to its closure in 1955, Lockwood House, Brackett House, and Morrell House, are separated from the main campus by two residential blocks, blocks GG and FF, east of Anthony Memorial Hall. McDowell Street borders these two residential blocks on the west and Columbia Street on the east, with Gilmore Street dividing them. The Morrell House occupies the west side of the next block between Columbia and Lancaster Streets. A wide grassy side yard with several mature trees leads to two dwellings not associated with Storer College on the east end of the block along Lancaster Street. The Brackett House is located on the west end of the next block at the corner of Fillmore Street and Lancaster Street. To the east of the Brackett House, again through a grassy yard, is the Lockwood House. The large and elegant Lockwood House sits on a small rise at the eastern-most point of Camp Hill overlooking the two rivers. Immediately east of the Lockwood House is an historic cemetery, not associated with Storer College, which leads east down the hill toward the lower town of Harpers Ferry.

Property Inventory:

Lockwood House, first story 1847, second story 1857, restored by National Park Service 1960s. 1 contributing building.

The Lockwood House is located at the eastern-most end of the Storer College campus, on a grassy hill overlooking the point of the confluence of the Potomac and Shenandoah Rivers. This brick 2½ story Greek Revival/Italianate styled dwelling sits on a raised cut limestone foundation with a single course of ashlar between the brick and limestone. The ground around the foundation story is excavated leaving an approximately three-foot sunken walkway around the north, east, and south elevations. Full-size six over six sash windows with ashlar stone lintels are exposed by the trench, as is a rubble stone watertable. The east elevation is three bays wide with a central entrance. The four-panel door has sidelights with a lower panel and is embellished with pilasters and a wide entablature with a dentiled cornice. A raised entrance porch rests on a brick and rubble stone foundation. The porch has six square columns with recessed panels and widely spaced balusters on a wooden deck. It is topped with a flat roof with a bracketed cornice.
Six steps with wooden railings and square posts lead to the porch. Windows on the first story have large six over six sash with ashlar stone lintels. A single course of projecting stretchers (probably associated with the original one story roofline) is located immediately above the stone lintels. A change in brick color, just above the horizontal brick band, delineates the later second story addition to the house. Windows on the second story are smaller six over six sash with standing brick flat arches. The low profile slate, hipped roof has a slight overhang with no decorative embellishment. Two brick interior chimneys are present.

At the three-bay west elevation a two-story full-length porch sits on an original limestone foundation (integral with the main house foundation, not added). The lower story of the porch is supported by eight square columns with recessed panels with widely spaced vertical balusters, identical to the front entrance porch, and a two-part cornice band embellished with widely spaced large dentils. The central entrance has a paneled door with sidelights with lower panels and transom, and a pointed architrave with pilasters. Temporary steps currently lead to the raised porch. A board and batten sided one bay enclosure with a fixed six light window is located at the north end of the first story porch. The second story of the porch is flat roofed with a plain cornice, supported by plain square columns with tightly spaced vertical balusters. The central door on the second story is identical to the first story except for a flat architrave, which touches the ceiling of the porch.

A 1960s restoration of the Lockwood House removed a late 19th century third story mansard roof. The building was restored to reflect its 1860 exterior appearance. The basement is used as a curatorial storage area, while the remainder of the interior is not restored.

Brackett House, 1857, exterior renovated by National Park Service in the 1970s. 1 contributing building.

Located on the corner of Lancaster and Fillmore Streets, the Brackett House is used for administrative offices for the Harpers Ferry National Historical Park. It is a two-story brick dwelling house on a cut stone foundation in a transitional Greek Revival/Italianate architectural style. The main entrance, on the east side does not face onto the street. The east elevation has three bays with a three part central entrance. The door has six recessed panels, sidelights with a lower panel, and a six-light transom. The entrance has a pointed architrave embellished with side pilasters. The hipped roof entrance porch is supported by six square columns below a wide cornice band, standing on a slightly above ground level wooden deck. Windows overall are large six over six sash with standing brick flat arches. The remaining elevations are all three bays wide. The north elevation has a second story projecting balcony with cast iron brackets and railing on the center bay. This center bay has an elongated window with lower panels to provide
access to the balcony. The shallow hipped roof is sheathed with slate (replaced in 1998) and has projecting eaves over a brick dentil cornice treatment. Two interior brick chimneys are present. On the south elevation is a brick T extension on a stone foundation. It is 1 1/2 stories high with small six over six sash overall with standing brick flat arches. The east elevation of the extension on the Brackett house has a shed roofed frame addition with narrow gauge wood siding and paired three over three sash windows. A single brick interior end chimney is present. The building has had paint removed from the brick exterior walls.

NPS Quarters #82, Lancaster St., c. 1900, remodeled c.1950.
1 non-contributing building.

The house is a two-story frame house with vinyl siding. The core of the frame structure is reportedly from an earlier two-story frame house, which stood at this location but was drastically altered during the 1950s remodeling. It has a one-story addition with carport.

Morrell House, 1857, exterior renovated by National Park Service in the 1970s.
1 contributing building.

Located on the corner of Columbia and Fillmore Streets, the Morrell House is used as administrative offices for the Harpers Ferry National Historical Park. The Morrell House is identical to the Brackett House except for the presence of full-length shed roofed porches with square posts and vertical balusters. It is three bays wide, with two 4-panel doors, on both the east and west elevations of the T extension. The building has had paint removed from the brick exterior walls. The slate roof was replaced with new slate in 1998.

Anthony Memorial Hall (Conrad Wirth Hall, Mather Training Center), south wing, 1847, center hall and north wing, 1881, burned 1927, restored, 1928, rehabilitated by National Park Service, 1960s.
1 contributing building.

Anthony Memorial Hall is situated at the center of the main campus on a high point, facing east onto a wide grassy lawn. The National Park Service currently uses the building as an educational facility. Designed in the Greek Revival style, the two-story brick building rests on a stone foundation. The center section is 2 1/2 stories with a pedimented gable, projecting in the front and rear. This portion of the building has 5 bays with a central entrance; a full stone terrace with white iron railing is situated along the front. The three-part entrance includes 3 light and
panel sidelights, a 16 light transom, and decorative trim around the door with pilasters and bull’s eye corner blocks. The 9 over 9 sash windows have stone lintels on the first story and are capped with sunburst windows and brick arches on the second story. The facade is embellished with four brick pilasters, two on the corners and two on either side of the central bay, which rise two stories to a brick frieze with brick dentils below the pedimented gable. Within the gable pediment is a four-light circular window. The pediment is articulated with a brick corbeled frieze and brick dentils. Centered on the asphalt-shingled roof is a square cupola with paired 6 over 9 sash windows on each elevation, capped with a hipped roof.

The north and south wings are identical in design. Each is two story, three bays with a central entrance identical to the three part door of the center section. Each entrance in the wings is protected by a one bay porch with a stone base, six smooth narrow columns capped with a stylized lily, and a massive entablature, the frieze decorated with triglyphs. Windows on both wings, all with louvered functional shutters, have 9 over 9 sash with stone lintels on the first story. The 6 over 9 sash windows on the second story abut the wide brick cornice band above. The cornice is decorated with brick dentils. The asphalt-shingled roofs on both wings are hipped with brick interior chimneys.

In 1927, a catastrophic fire gutted Anthony Memorial Hall, leaving only the brick walls standing. Photos from the Storer College Catalogue, dated 1905, prior to the fire, and 1947, after the fire restoration, show a pedimented entrance porch, in the Greek Revival style, on the center section’s entrance. The porches shown in the photos on the south and north wings of the building, appear to be much lighter Victorian style entrance porches with scroll cut decorative elements. In the 1905 photo the cupola was not enclosed with windows but was open with a decorative wood framework.

Permelia Eastman Cook Hall, 1940.
1 contributing building.

Located southeast of Anthony Memorial Hall, Permelia Eastman Cook Hall is a 2½ story stone structure. The projecting front gable center section has 3 window bays. The lower story windows share a continuous stone lintel with the name of the building engraved in the stone. On the second story, a stylized Palladian window is constructed from a set of three windows with a fanlight window above the center window, a stone lintel arches over the fanlight with a keystone and stretches across the two adjoining windows. The two wings on either side of the projecting center mirror each other. Both are three bays, two window bays and a door abutting the center projection. The doors are six-panel surrounded by pilasters, a wide plain frieze and a dentiled
cornice. Windows have six over six sash with stone lintels. The rear of the building has a central stone two-story addition with a rear entrance. The lower story is built into the hillside.

National Park Service Harpers Ferry Center, 1970.
1 non-contributing building.

Located on the site of the former New Lincoln Hall (Brackett Hall), the Harpers Ferry Center is a low profile modern brick building. Its low profile set into the side of the hill above the Shenandoah River, and the surrounding mature deciduous trees make the building fairly unobtrusive to the campus setting.

Lewis W. Anthony Building, 1903.
1 contributing building.

Located southwest of the Anthony Memorial Hall, the Lewis W. Anthony Building now serves as the Library and Archives for the Harpers Ferry Center. Designed in a Folk Victorian architectural style, it is a two story stone building constructed into the hill, exposing only the upper story at the front elevation. The building has seven bays with central double doors. The doors are half panel with six lights, a twelve-light transom and a cast stone lintel. Windows are four over four sash with steel beam lintels. The asphalt-shingled roof has wide eaves on the gable ends decorated with brackets and decorative gable peak detailing. Two four light windows are present in the upper story of the gable ends, with steel beam lintels. There are two brick interior gable end chimneys with corbeling. On the rear elevation a two-story concrete block addition is six bays wide. It has a date stone of 1953.

Bird-Brady House, c. 1890.
2 contributing buildings.

Located south of the Lewis W. Anthony Building, the Bird-Brady House fronts onto an access road and is built into the hill overlooking the Shenandoah River. The front elevation is two stories, three bays wide. The frame structure is covered with stucco and rests on a one story stone foundation (visible from the side and rear), and is three bays deep. Windows are two over two sash with pointed architraves. The front entrance is covered with a recent flat roofed enclosed three-bay porch. A sealed entrance on the second story shows evidence of sidelights and a pointed architrave. The asphalt shingled roofed is hipped with two interior chimneys in the
peak, one large brick chimney and one small stuccoed chimney. West of the house is a one story, two bay, stone garage with enclosed front and replacement door. c. 1920s.

Curtis Freewill Baptist Church (Curtis Memorial Church), 1894. 1 contributing building.

The Curtis Freewill Baptist Church occupies the end lot along the west side of Jackson Street and the corner of Fillmore Street. The church is a one-story brick structure on a half story stone foundation built into the hill with six over six windows with wooden lintels. A replacement shed roofed entrance (a similar structure appears in historic photographs) protects the door in the western-most bay of the lower level, south elevation. The foundation stones are stuccoed on the south elevation and struck to appear as cut stone. The body of the church is five bays deep and three bays wide in the gable ends. Windows along the south and north elevation are sash, multipane over two with colored glass and brick arched over the scroll cut wooden arched lintels. Windows in the east gable end include a central three part large arched arrangement with paired multipane colored sash windows with a fixed arched glass above; it is topped with courses of arched brick headers. Two arched colored sash windows with two courses of arched brick headers are on either side of the central window. The gable peak is slate shingled with a diamond shaped ventilation window. The steeply pitched roof is sheathed with slate with several rows of scalloped slates adding a decorative element.

The battlemented square bell tower, located on the southeast corner of the church body, has the main church entrance on its south elevation. The entrance consists of double four paneled doors with a fanlight window above, capped by three courses of brick header round arches. Immediately above the brick arches is the sandstone date stone engraved with the date “1894” and the name “Curtis Freewill Baptist Church.” Above the date stone is a diamond shaped four-pane colored window; a matching window is located on the east elevation of the tower as well. The tower then has slight recess in the brick wall with a decorative zigzag top course, within this recess is a large slatted ventilation window with a two course brick header arch above; this arrangement is repeated on all four elevations of the tower. Finally the battlements at the top of the tower are stepped out several courses from the surface of the tower below. A very shallow hipped roof covers the tower within the battlements.
Row of four houses along access road west of Anthony Memorial Hall, c.1960.
4 non-contributing buildings.

Used by the National Park Service as housing, these four brick ranch style houses each have an attached garage. These buildings could, however, have independent historical significance in connection with the Mission 66 program sponsored by the National Park Service.

Harpers Ferry National Historical Park Maintenance Facility, c.1960.
2 non-contributing buildings.

Located on a previously graded area on the side of a ravine west of the main campus, this one story concrete block building complex has a multiple bay maintenance garage nearby.

Soldiers Gate and Alumni Fence, 1920.
1 contributing structure.

The Soldiers Gate and Alumni Fence lines the perimeter of the main campus of Storer College along Fillmore Street. The gate is constructed of two cut limestone square posts with marble plaques inset facing Fillmore Street. The plaque on the eastern post is inscribed “To the students of Storer College who fought in the Civil War 1861 to 1865 the Spanish American War 1898 The World War 1917 to 1918.” The massive posts are capped with concrete squares in three stepped tiers, each with a large milk glass globe on top. The wrought iron gates are arched with decorative ironwork at the top. The Alumni Fence runs east and west from the gate; the east extension of the iron fence runs to McDowell Street with intermittent smaller square stone posts capped with concrete. The west extension of the iron fence begins with a smaller iron pedestrian gate with decorative ironwork, and continues with the same intermittent stone posts to the edge of a wooded area near Taylor Street.

McDowell St. Tennis Court/Robinson Barn Site.
1 non-contributing structure.

Located on the east side of McDowell St., the tennis court occupies approximately half of Lot 5 in Block GG. The hard surface court is surrounded by high chain link fence. It is currently used as a parking facility by Park Service employees. The court, constructed in the 1970s for use by Mather Training Center attendees, is located on the site of the Robinson Barn/Storer College Basketball Court.
8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a Significant contribution to the broad pattern of our history.
- B Property associated with the lives of persons Significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents The work of a master, or possesses high artistic values, or represents a significant and distinguishable entity entity whose components lack individual distinction.
- D Property as yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Area of Significance
(Enter categories from instructions)

- Education
- Ethnic Heritage/Black
- Architecture
- Industry

Period of Significance
1847-1955

Significant Dates
1867
1906

Significant Person
(Climate if Criterion B is marked above)

Cultural Affiliation
African American

Architect/Builder
Major John Symington (Armory-related buildings)

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- recorded by Historic American Engineering Record

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:
Statement of Significance:

Storer College, Harpers Ferry, West Virginia, operating from 1867 to 1955, was an important link in the education and enfranchisement of African Americans in the mid-Atlantic area. Within the format of the Multiple Property Documentation, under the property type 'African American Schools,' the Storer College Historic District is described in the context of Black Education in the Harpers Ferry/Bolivar Area from 1864-1955; Storer College served as the center for black education in the area. Storer was linked to the national network of black education by preparing its students for further education at larger institutions such as the nearby Washington, D.C. based Howard University.

The Storer College Historic District is significant under National Register Criterion A for its role in the education of African Americans beginning immediately following the Civil War and lasting through the 1954 Supreme Court decision calling for the desegregation of public education. The buildings and structures associated with the educational and physical development of the college which remain on the campus today retain an integrity to the setting of the college, fostered by the men and women who administered the institution throughout its existence.

The Storer College Historic District is significant under National Register Criterion A for its association with the ante-bellum Federal Armory addressed in the historic context Industrial Development of Water Power and the context Harpers Ferry in the Civil War. Both of these contexts are discussed in the 1981 National Register Nomination "Harpers Ferry National Historical Park." Soon after the Civil War, in 1867, Storer College was deeded the four stately homes of the former administrators of the then defunct Federal Armory. The four large brick buildings formed the nucleus of the Storer College campus.

Storer College is significant also under National Register Criterion A for its association with the Niagara Movement, led by W.E.B. DuBois, which held its second annual meeting in 1906 on the Storer College campus. Storer College's location in Harpers Ferry, the scene of John Brown's raid on the Federal Arsenal in an attempt to fuel a slave revolt, served as a magnet to attract African American leaders throughout the continued struggle for freedom and equality.

The buildings of the Storer College Historic District are significant under National Register Criterion C for their architectural expression of the various time periods in which they were built. The original four government buildings, including the south wing of Anthony Memorial Hall, were all built in the 1840s-50s in the transitional Greek Revival/Italianate style of architecture. The other later buildings associated with Storer College include the center hall and north wing of the Anthony Memorial Hall, built in 1881; the Bird-Brady House, c. 1890; the
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property
Storer College

County and State
Jefferson County, WV

Curtis Freewill Baptist Church, 1894; the Lewis W. Anthony Building, 1903; and the Permelia Eastman Cook Hall, 1940. These buildings are all representative examples of the cottage and institutional architecture used on the campus of Storer College throughout its expansion.

Resource History

Prior to the establishment of Storer College in 1867, the four brick buildings on the crest of Camp Hill commanding the best views of the surrounding mountains and rivers were occupied by the administrators of the Federal Armory located in the lower town. The buildings known on the Storer campus as the Lockwood House and the south wing of Anthony Memorial Hall were constructed in 1847-48, originally designed by Major John Symington. These were the homes of the Armory Paymaster and Superintendent, respectively. The two smaller brick homes, later known as the Brackett House and Morrell House, were the quarters of the Superintendent’s Clerk and the Paymaster’s Clerk, respectively. These buildings were both constructed in 1856-57. The Federal Armory was completely looted and burned early in the Civil War by both Confederate and Union troops, rendering the works permanently inoperable. General Sheridan and General Max Weber used the Paymaster’s and Superintendent’s homes as headquarters, in 1864. By 1865, the Lockwood House (Paymaster’s House) was occupied by the mission school for emancipated slaves, operated by Rev. Nathan Brackett. Two years later, in 1867, the four buildings were deeded to the Storer College Board of Trustees.¹

The history of the development of Storer College as an educational institution and its close ties with the local community is developed in the historic context Black Education in the Harpers Ferry/Bolivar Area from 1864-1955. While the school was originally established to give an elementary level education for newly emancipated southern slaves, the vision of Rev. Nathan Brackett was to create a Normal School. Brackett’s aim was to provide a school from which educated African Americans would emerge to continue the mission of education and empowerment. This vision must have impressed the prominent African American thinker and leader, Frederick Douglass. Douglass served on the Storer College Board of Trustees from 1889 to 1891.² In 1882 Frederick Douglass spoke at the May 30th dedication of the newly renovated


²Storer College Catalogue 1889-1891, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.
and expanded Anthony Memorial Hall. His speech in praise of John Brown sent an important message to both blacks and whites struggling with the issues of the Reconstruction years. Young W.E.B. DuBois heeded the message delivered by Frederick Douglass at Storer College in 1882. DuBois' ideas of a more active role for African Americans in American mainstream political and economic life went against the more moderate voice of Booker T. Washington. The Niagara Movement, established in 1905 by DuBois and a small group of black intellectuals in Niagara Falls, Canada, began a slow but radical change in attitudes borne of the days of Reconstruction. The second annual meeting of the Niagara Movement, held on the campus of Storer College in 1906, served to solidify the movement and bring it into the United States. The movement's demands for suffrage, freedom of speech, and social and economic equality, moved a group of northern whites to call a conference in 1909, to which the radicals of the Niagara Movement were invited. Out of this conference was established the National Association for the Advancement of Colored People, the NAACP, which continues today on behalf of the African American struggle for equality. W.E.B. DuBois served as the only black representative on the first executive committee of the NAACP.

The development of the physical campus of Storer College, in addition to the four government buildings given in 1867, parallels the growth of the college as an educational institution. In 1868, as the college was granted its charter by the state of West Virginia, the first dormitory for men, Lincoln Hall, was constructed. The college had grown from 19 students in 1865 to 95 students in 1869. Within ten years, by 1878, with the continued growth of the student population, Myrtle Hall (later called Mosher Hall), a dormitory for women was constructed. In 1881, a center hall and a north wing were added to the Armory Superintendent's House. The new larger structure, called Anthony Memorial Hall, mirrored the late Greek Revival style of the original house, now the south wing of the larger Hall.

In the 1880s tourism flourished in Harpers Ferry, as discussed in the historic context Patterns of Community Development in the post-Civil War Harpers Ferry Area, 1865-1955. Storer College attempted to cash in on the summer boarding boom by renting its school buildings

3 Storer College Catalogues, 1869-1891, Storer College Collection, Harpers Ferry NHP Library; and Storer College Museum, Harpers Ferry, WV.


5 Storer College Catalogues, 1869-1881, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.
to boarding house proprietors. The Lockwood House, the Morrell House (known as the Sparrow’s Inn and later the Shenandoah Inn), Lincoln and Myrtle Halls, and even the Anthony Memorial Hall were all used as summer boarding facilities. Originally begun as a resort for ‘colored’ people, it was quickly found that the summer boarders with money were white. The eventual arrangement agreed on by the Board of Trustees allowed white boarders on the campus, with a smaller cottage facility for black boarders.6

The cottage building now known as the Bird-Brady House was constructed c.1890 for the purpose of housing summer boarders. The house later became the home of Lura B. Lightner, Nathan Brackett’s sister, who was cared for there by Brackett’s daughter Celeste and her husband Rev. John C. Newcomer, who eventually inherited the property. Two Storer College teachers, the sisters Mrs. Bird and Miss Brady, purchased the house from the Newcomer family in the 1940s. The sisters lived there until the Park Service purchased the property in 1960.7 Various other dwelling cottages were built during the late 19th and early 20th century to accommodate not only summer tourists, but more importantly, for the housing of students and teachers during the school year. These houses were variously named; Sinclair Cottage and Saunders House were both located on Fillmore Street west of Myrtle Hall. Jackson Cottage and an unnamed house were located west of Lincoln Hall. In 1909, a new house was built on the southeast corner of Jackson and Fillmore Streets, for use as the college president’s house, called Waterman House.8 Of these six campus dwellings, only the Bird-Brady House is extant.

By 1889, as Storer College moved into the last decade of the 19th century, a record 265 students were attending. The emphasis in education, in addition to the Normal School, became more focused on the industrial arts, carpentry, printing, blacksmithing, and gardening, as well as domestic science for women. Sometime during this period, possibly earlier, a barn complex was constructed on the west end of the campus, for the purpose of horticultural and animal husbandry instruction. In 1891 the DeWolf Science Building was constructed immediately behind the Anthony Memorial Hall, and in 1903, the Lewis W. Anthony Industrial Building was erected

6Harpers Ferry National Monument, Storer College Papers, Minutes of the Trustees, vol. I, p. 101, hanging file, Harpers Ferry NHP Library; also letter to the editor of The Speaker, James H. Robinson, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.

7Information on the Bird-Brady House was provided Mrs. June H. Newcomer, daughter-in-law of Celeste and John Newcomer, in a telephone interview August 20, 1999.

8Newspaper obituary, Martinsburg, WV, November 29, 1961, Henry T. McDonald Papers, p. 1616, Harpers Ferry NHP Library, Harpers Ferry, WV. See also Storer College Property Map, A. W. Fransen, 1958.
southwest of the DeWolf building (a photograph in the 1913 college catalogue shows this arrangement quite well, see copy). Not forgetting their roots in the Freewill Baptist Church, in 1894 the Curtis Freewill Baptist Church was constructed on the west corner lot of Jackson and Fillmore Street.

In 1909 the old frame Lincoln Hall burned; it was replaced in 1910 by a stone structure called New Lincoln Hall and later renamed Brackett Hall. In May of 1909, the 50th anniversary of John Brown’s raid on Harpers Ferry, the Board of Trustees of Storer College voted to purchase the John Brown Fort, which had been rebuilt on a farm outside of Harpers Ferry. The Fort was reconstructed on the college campus immediately east of New Lincoln Hall and used as a museum.9 The DeWolf Science building and New Lincoln Hall are no longer extant. The John Brown Fort was moved in 1968 by the National Park Service to near its original location in the lower town Harpers Ferry.

Following the end of World War I, in 1920, the Soldiers Gate and Alumni Fence were added to the campus. The Soldiers Gate commemorated the black soldiers who fought in the Civil War, Spanish-American War, and World War I. The fence still lines the perimeter of the main campus along Fillmore Street. On the east side of McDowell Street, the Robinson Barn was converted to a basketball court in 1921. The building was razed by the National Park Service in the 1970s and a tennis court was installed.

In 1938, Storer College became a full four-year college, offering degrees in Elementary Education, Education, Science and Home Economics. To that end several new buildings were constructed on campus. In 1940 the Permelia Eastman Cook Hall for the Home Economics Department was built northeast of the New Lincoln Hall. In 1947 the New Science Building was constructed in the vicinity of the barn complex. Nearby the New Science Building, cut into the hill, a football field was located. This graded field was used by the National Park Service for the location of their maintenance facilities after 1960. The Science Building and barn complex no longer stand.10

The historic buildings associated with Storer College remaining on the former campus represent both the earliest buildings given by the government, as well as the years of construction

9Storer College Catalogues, 1889-1925, Storer College Collection, HFNHP Library, Harpers Ferry, WV.

10Storer College Catalogues, 1920-1948, Storer College Collection, HFNHP Library, Harpers Ferry, WV; and Storer College Property Map, A. W. Fransen, 1958.
between 1880 and 1940. Those buildings remaining include the Lockwood House, the Brackett House, the Morrell House, Anthony Memorial Hall, Curtis Freewill Baptist Church, Lewis W. Anthony Building, the Bird-Brady House, and the Permelia Eastman Cook Hall. These buildings are significant not only for their association with the Federal Armory and Storer College, but for their architectural expression as well.

The Lockwood House, which has been restored by the National Park Service to its 1860s appearance, is an example of late Greek Revival style architecture. The south wing of Anthony Memorial Hall was part of the original 1840s Armory Superintendent's House, also designed in the late Greek Revival style. The 1881 center hall and north wing addition replicate the original Greek Revival styling used for the Superintendent's House, however on a much larger scale. The Brackett and Morrell Houses, both built in the 1850s are examples of a transitional Greek Revival/Italianate style. The porches, windows, and door treatments show elements of Greek Revival style, while the roof line and cornice follows the styling of Italianate architecture.

The Lewis W. Anthony Building is an excellent example of institutional masonry Folk Victorian, with large two over two windows and scroll-cut decorative details in the gable peaks. Finally the Permelia Eastman Cook Hall, built in 1940 is an example of institutional Colonial Revival architecture. The projecting front gabled center section with a stylized Palladian window, and the door treatments with pilasters and entablature are all elements of this style, while the building remains clearly an institution structure.
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 2

Name of Property
Storer College

County and State
Jefferson County, WV

Major Bibliographical References:


Fransen, A. W., Storer College Property Map, 1958, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

Harpers Ferry National Monument, Storer College Papers, Minutes of the Trustees, hanging file, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

Henry T. McDonald Papers, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.


Storer College Catalogues, Storer College Collection, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

10. Geographical Data

Acreage of Property  Approximately 25 acres

UTM References
(Place additional UTM references on a continuation sheet)

<table>
<thead>
<tr>
<th>Zone</th>
<th>Easting</th>
<th>Northing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>18</td>
<td>264190</td>
</tr>
<tr>
<td>2</td>
<td>18</td>
<td>264160</td>
</tr>
</tbody>
</table>

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

cname/title    Edith B. Wallace, Research Associate; Paula S. Reed, Ph.D.
Organization   Paula S. Reed and Associates, Inc.
street & number 105 N. Potomac Street

city or town   Hagerstown

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets
Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of SHPO or FPO)

name    Harpers Ferry National Historical Park
street & number  P.O. Box 65

city or town   Harpers Ferry

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Verbal Boundary Description:

The boundaries of the Storer College Historic District, a discontiguous district, are described on the enclosed 1958 map of Storer College property in Harpers Ferry, WV. The district consists of two discontiguous pieces, which represent the historical configuration of the campus. The larger part of the district is the main campus, beginning at the northeast corner of lot #1, block WW, and extending west to the northwest corner of lot #4, block WW, then turning south along the west boundary of lot #4 to the northeast corner of lot #10, block WW, then turning west and extending to the northwest corner of lot #8, block TT, then turning south along the west line of lot #8, then west along the south line of lot #7 to the east line of Boundary Street's right of way; then extending south with the right of way line to a diagonal property line (NPS Boundary) extending through lot #5, block I, and following the diagonal line in a northeasterly direction to the southeast corner of lot #4, block I; then continuing in a diagonal line to the east right of way line of McDowell Street; then turning north and extending to the southwest corner of lot #5, block GG; then turning east to the southeast corner of lot #6, block GG, north and following the east boundary line of lot #6, then the north boundaries of lots #6 and #5 to the southeast corner of lot #1, block HH; then turning north along the east boundary of lot #1 to its northeast corner; then turning west along the north boundary (also Fillmore Street), and extending west to a point opposite the west side of Jackson Street; then turning north along Jackson Street to Washington Street to outline the Freewill Baptist Church lot, and returning to and across Fillmore Street to the place of beginning.

The second piece is located approximately two blocks to the east and is bounded by Fillmore Street on the north, Columbia Street on the west, South Cliff Street right of way on the south and Harper Cemetery property on the east. Excluded from this rectangle is a parcel at the southwest corner of Lancaster Street and Fillmore Street, which is privately owned.

UTM REFERENCE:
5(E) Zone 18 Easting 263657 Northing 4356374
Boundary Justification:

The boundaries of the Storer College Historic District are based on the historic boundaries of Storer College described on a series of maps. The original boundaries of the college are shown on the 1869 S. Howell Brown map. It is with this map that the historic nature of the discontiguous Storer College district is established. The whole of the two eastern-most blocks labeled "Storer College" on the 1869 Brown map were historically owned by the college beginning in 1869, however, for the purpose of this district, a privately owned dwelling on the corner of Fillmore Street and Lancaster Street has been excluded. While a series of purchases through the years enlarged the Storer College campus, block HH and block GG (except lots 6 and 7), were never owned by the college, are now in private ownership, and are therefore excluded from the Storer College Historic District boundary. Lots 6 and 7 of block GG were owned by the college and are now owned by the Harpers Ferry NHP and are therefore included in the district. A 1908 map of the property of Storer College indicates the lots and blocks purchased by the college to the south and west of the main campus establishes the general boundary of the main campus. The Storer College Historic District boundary for the main campus also includes several intervening lots, not indicated as owned by the college on the 1908 map, but shown on a 1958 National Park Service map as having college buildings on them. These lots are now owned by the Harpers Ferry NHP and are therefore included in the current boundary. The church lot, on the east end of block JJ was part of the 1869 campus property and is included in the district boundary. The lot located on the west of block II, opposite the church, was also originally part of the 1869 campus and at one time was the location of the President's House. The building is gone however, and the lot is now privately owned and is therefore excluded from the district boundary.
United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See National Register Bulletin 16A. Complete each item by marking an X in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

   historic name  Tattersal Property
   other names

2. Location

   street & number  Union Street
   city or town  Bolivar
   state  WV
   county  Jefferson
   code  WV  code  037
   zip code

3. State/Federal Agency Certification

   As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this request for determination of eligibility meets the documentation standards for registering properties in the National Register. It meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property does not meet the National Register criteria. I recommend that this property be considered significant nationally, statewide, or locally. (See continuation sheet for additional comments).

   Signature of certifying office/Title  Date
   National Park Service
   State or Federal agency and bureau

   In my opinion, the property does not meet the National Register criteria. (See continuation sheet for additional comments).

   Signature of certifying office/Title  Date
   National Park Service
   State or Federal agency and bureau

4. State/Federal Agency Certification

   I hereby certify that this property is:
   □ entered in the National Register.
   □ determined eligible for the National Register.
   □ moved from the National Register.
   □ other (explain): accept Add. Doc. for H.F. N.H.P. Listing

   Signature of the Keeper  Date of Action
   Signature of Federal agency and bureau

   OMB No. 10024-0018
   RECEIVED 2280
   JUN 2 2 2001
## 5. Classification

<table>
<thead>
<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>private</td>
<td>building(s)</td>
<td>contributing: 1</td>
</tr>
<tr>
<td>public-local</td>
<td>district</td>
<td>noncontributing: 2</td>
</tr>
<tr>
<td>public-State</td>
<td>site</td>
<td></td>
</tr>
<tr>
<td>public-Federal</td>
<td>structure</td>
<td></td>
</tr>
<tr>
<td></td>
<td>object</td>
<td></td>
</tr>
</tbody>
</table>

Name of related multiple property listing

Enter "N/A" if property is not part of a multiple property listing

Historic Properties of Harpers Ferry National Historical Park

### Number of contributing resources previously Listed in the National Register

1

## 6. Function of Use

<table>
<thead>
<tr>
<th>Historic Functions</th>
<th>Current Functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscape/Natural Feature (cliff, hilltop)</td>
<td>Domestic/single dwelling</td>
</tr>
<tr>
<td>Recreation and Culture/outdoor recreation</td>
<td></td>
</tr>
<tr>
<td>Agriculture Subsistence/agricultural field</td>
<td></td>
</tr>
</tbody>
</table>

## 7. Description

### Architectural Classification

<table>
<thead>
<tr>
<th>No Style</th>
<th>Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Foundation: Concrete block</td>
</tr>
<tr>
<td></td>
<td>Walls: Aluminum siding, Vinyl siding</td>
</tr>
<tr>
<td></td>
<td>Roof: Metal</td>
</tr>
<tr>
<td></td>
<td>Other:</td>
</tr>
</tbody>
</table>

### Narrative Description

Describe the historic and current condition of the property on one or more continuation sheets.
Physical Description:

The Tattersal property is located on a flat-topped hill at the intersection of Union Street and US Route 340, overlooking the Shenandoah River to the south. The southern boundary of the property is a cliff of rock and wild vegetation. The house and associated buildings are located on about one acre of cleared land at the top of the hill on a two-acre parcel. A mixture of mostly deciduous trees surrounds the clearing. The yard is grassy and a great number of flower garden beds are established around the house.

The Tattersall house is a one-story frame dwelling constructed over several years, beginning in 1946. The house sits on a cement block foundation, the front (south), four bay, elevation appears to be an enclosed porch with a low pitched shed roof, one bay deep, with a two pane, sliding window on the west elevation. The front bays consist of two, three-part windows with a fixed large center pane, and smaller one over one sash windows on either side. A front door with storm screen door is placed between the two window sets. A fourth front bay, on the southeast corner is a smaller one over one sash window. This section of the house probably sits on block piers, these are masked with a formed concrete pad and step on the front, and wood paneling on the sides. The middle section of the house is one story with a small square, single pane attic window in the gable ends. The first story is two bays deep with one single and one paired, one over one sash window. A stuccoed chimney is located centrally in the peak of the roof. The rear section of the house sits on the same block foundation as the middle section, it is one bay deep with a low pitched shed roof. The window has one over one sash. The siding over all of the above sections of the house is aluminum, the roof is standing seam metal. Attached to the rear of the back section is a one bay, frame addition with flat roof. The rear (north) elevation is three bays, two paired one over one sash windows and a central door. The addition sits on a poured (or formed) concrete pad. The siding on the addition is vinyl, the roof is channel metal.

The complex of outbuildings, located north of the dwelling house, is a series of garage, carport, workshop, and sheds. All appear to be connected in some way, and were built over a long period of time. Construction materials include: a steel framed carport with some wood panel siding, wood frame garage, workshop and sheds, with both wood German siding, wood clapboard siding, and asbestos shingles. Roofing materials appear to be channelied metal over all. Three small sheds indicated on the 1995 NPS Survey of the Tattersall tract were not observed.
8. Statement of Significance

Applicable National Register Criteria
(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing)

- [x] A Property is associated with events that have made a significant contribution to the broad pattern of our history.
- [ ] B Property associated with the lives of persons significant in our past.
- [ ] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property as yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply)

Property is:
- [ ] A owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorating property.
- [ ] G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

Area of Significance
(Enter categories from instructions)

Community Planning and Development

Period of Significance
1848-1944

Significant Dates
N/A

Significant Person
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
N/A

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):
- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey
- [ ] recorded by Historic American Engineering Record

Primary location of additional data:
- [ ] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Name of repository:
Statement of Significance:

The Tattersall Property is significant under National Register Criterion A as a contributing element to the whole landscape of the Harpers Ferry National Historical Park. The 2.06 acre lot, although referred to in earlier deeds as slightly over 3 acres, appears to have retained its essential boundaries since at least 1848. Traditionally a cleared but vacant lot, the "Circus Hill Lot" has played a variety of roles in the community landscape of the Harpers Ferry/Bolivar area. It is part of the Multiple Property Documentation entitled "Historic Properties of Harpers Ferry National Historical Park," within the contexts, "Patterns of Development in the Post Civil War Harpers Ferry Areas, 1865-1955," "Harpers Ferry in the Civil War," and "Black Education in the Harpers Ferry/Bolivar Area from 1864-1955." The property type is a community resource.

The Tattersall tract is located on the southwestern boundary of the town of Harpers Ferry, atop a promontory between Camp Hill and Bolivar Heights. Bounded on the west by Union Street, and on the south by cliffs along the Route 340 corridor (formerly Shenandoah Street), the lot overlooks the Shenandoah River to the south, just at the western tip of Virginius Island. While there is a house currently located on the lot, constructed in 1946, it appears the tract remained undeveloped for most of its history.

Resource History

Sometime prior to 1848, Lewis Wernwag, a well-known local bridge builder who lived on Virginius Island, purchased the Union Street lot from George Rowles. No deed was recorded for this transaction unfortunately, and in 1848, both men having passed away, a special commissioner was appointed by the Chancery Court to settle the ownership dispute between the heirs of George Rowles and Lewis Wernwag. The settlement placed the lot in the hands of Wernwag’s heirs, which they retained for 68 years. At some point during this time the lot became known as the “Circus Hill Lot.” A reference to this name is found in the 1914 deed from Julia Ann Wernwag Johnson to S. W. Lightner. The locally produced Woman’s Club newsletter, The Mountain Echo, dated August, 1919, described the origin of the name: “This hill...received its name from the fact that, in ante-war days, John Robinson’s famous circus annually pitched its tents on the flat top of the hill, not far from the point overlooking the river, and attracted large crowds from the surrounding country.”

---

1The Mountain Echo, Vol. 1, No. 2, August 1919, Henry T. McDonald Papers, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.
The apparent use of the hill lot, before the Civil War, for a circus location, indicates the lot was probably maintained as a cleared field or meadow. The same newsletter article notes that Civil War soldiers were thought to have been buried on the north end of the lot. The bodies were later removed, according to the article, leaving depressions in the ground. While the possibility exists that this anecdote is true, further research would be necessary to document the validity of the newsletter account.

The 1914 purchase of the “Circus Hill Lot” by Scott W. Lightner, a Trustee of the nearby Storer College, began a new association for the hill parcel. In 1916, Lightner sold the property to Storer College. The 1919 Mountain Echo article described the lot as “now under cultivation as the property of Storer College.” Immediately east of the hill lot, across a ravine, was the western boundary of the Storer College campus, occupied by the college barn and gardens used in the Husbandry and Gardening courses at the college. A photo from the 1913-14 college catalogue shows this view, probably taken from the “Circus Hill Lot” location. Until 1942, Storer College had been operating as a two-year college, with emphasis not only on Education Certification, but also instruction in Industrial Arts and Agriculture. In 1942, Storer College began offering four-year degrees in Education, Science, and Home Economics. With a waning emphasis on agricultural education, the college perhaps no longer needed the extra acreage of the “Circus Hill Lot.” In 1944 the Trustees of Storer College sold the lot to Edward Tattersall.

Edward Tattersall began building his modest home on the summit of the “Circus Hill Lot” in 1946. Unfortunately, Edward died the same year, unable to complete construction of the building. The lot then passed to Edward’s children, including Melvin Tattersall, who continued construction of the house over the next twenty years. In 1952 Melvin and his wife Dorothy acquired sole ownership of the property. The Tattersalls sold the lot to the National Park Service in 1995, but retained a “Life Estate.” The property is currently vacant.

Resource Evaluation

The Tattersall Property, historically known as the “Circus Hill Lot,” is part of the Multiple Property Documentation Form entitled “Historic Properties of the Harpers Ferry National Historical Park.” The tract of land is significant as a contributing element to the overall natural and cultural landscape of the Harpers Ferry/Bolivar area. In the years before the Civil

---

2Ibid.
3Ibid.
4Storer College Catalogue, 1913-1914, Storer College Collection, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.
5Storer College Catalogue, 1942-1943.
6Personal communication from Dorothy Tattersall, May 1999.
War, its use was as the site of circus entertainment. During the war the site was possibly used for observation and burials. In the years of re-development following the war, the property was a cultivated field for the education of African American students at Storer College. All of these incarnations of the “Circus Hill Lot” have made it an integral part of the Harpers Ferry cultural landscape. The buildings currently on the property are considered to be non-contributing to this history.

The historic integrity of the Tattersall Property remains good, despite the presence of the Tattersall house and associated buildings on the lot. The surrounding setting remains much the same. Union Street has seen very little modern development, the backlots bordering the ravine to the east are still wooded, as is the ravine (as seen in the 1913 Storer College Catalogue photo). The subject lot remains cleared of trees on the summit, because of the dwelling complex, and a large number of flower gardens have been established. Despite the fact that the former Shenandoah Street below the lot is now Route 340, the change does not intrude on the integrity of the lot due to the tremendous height of the cliff on which the lot sits. Because of this height, the view shed of the Shenandoah River and the Loudoun Heights beyond has remained essentially unchanged by development below.
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9  Page 2

Major Bibliographical References:

Brown, S. Howell, Map of Harper Ferry, 1869, Jefferson Co. Court House, Charles Town, WV.


Henry T. McDonald Papers, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

Jefferson County Land Records, Jefferson Co. Court House, Charles Town, WV.

Sanborn Fire Insurance Maps, 1907, 1922, 1933, West Virginia University Archives, Morgantown, WV.

Storer College Catalogues, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.
10. Geographical Data

Acreage of Property 2.06

UTM References
(Place additional UTM references on a continuation sheet)

<table>
<thead>
<tr>
<th>Zone</th>
<th>Easting</th>
<th>Northing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>43</td>
<td>55</td>
</tr>
<tr>
<td>4</td>
<td>88</td>
<td>2</td>
</tr>
</tbody>
</table>

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Edith B. Wallace, Research Associate
organization Paula S. Reed and Associates, Inc.
date 6/99, rev. 12/00
street & number 105 N. Potomac Street
city or town Hagerstown State Maryland telephone 301-739-2070
zip code 21740

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets
Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A Sketch map for historic districts and properties having large acreage or numerous resources.
Photographs
Representative black and white photographs of the property.
Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of SHPO or FPO)

Name Harpers Ferry NHP
street & number P.O. Box 65
city or town Harpers Ferry state WV telephone 304-535-6298
zip code 25425

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 10 Page 2

Verbal Boundary Description:

The boundaries are those shown and described on the attached survey plat for NPS tract 103-41. The property is also verbally described in Jefferson County Deed Book 186, page 407, and contains 2.06 acres.

Boundary Justification:

This is the entire property, as surveyed and deeded in 1944. These appear to be the historic boundaries for the property.
NOTES:
1) N.P.S. MONUMENTS PER SURVEY
   BY BRANO ENGINEERING COMPANY, MARTINSBURG, WV,
   DATED JUNE 1892, AND J. B. FERGUSON & COMPANY, INC,
   HAGERSTOWN, MD., DATED JANUARY 1965.

2) REFERENCE IS MADE TO STATE ROAD PLANS ENTITLED
   "PLAN AND PROFILE FOR CONSTRUCTION OF STATE ROAD,
   ROUTE NO. U.S. 340, PROJECT NO. E.R.H. 1-1(1) AND
   F 278(1), BOLIVAR - VIRGINIA STATE LINE",
   DATE: OCTOBER 1945, REVISED: SEPTEMBER 1947, AND,
   "PLAN AND PROFILE FOR CONSTRUCTION OF STATE ROAD,
   PROJECT NO. STATE E.R.H. 1c, UNION STREET,
   HARPER'S FERRY", DATED MARCH 1945.
   BOTH DOCUMENTS ARE OF RECORD IN THE CLERK'S
   OFFICE OF JEFFERSON COUNTY, WEST VIRGINIA.

3) FURTHER REFERENCE IS MADE TO THE FOLLOWING
   DEED BOOKS AND PAGES:
   DB 180, PG. 177
   DB 186, PG. 460
   DB 189, PG. 147
   DB 123, PG. 363
   DB 111, PG. 66
   DB 83, PG. 57

HARPER'S FERRY NHP
TATTERSALL PROPERTY
PHOTO KEY
1 → PHOTO # + DIRECTION
- - - PROPERTY BOUNDARY

SURVEY OF TRACT 103-41
MELVIN TATTERSALL, et ux.,
AREA: 2.06 ACRES

SURVEYED BY: CHARLES K. SAGER
DRAWN BY: C. BLAUSER & J. M. CYHANICK
APPROVED BY: C. K. SAGER & C. BLAUSER
DATE: APRIL 17, 1995

UNITED STATES DEPARTMENT OF THE INTERIOR - NATIONAL PARK SERVICE
- HARPER'S FERRY NATIONAL HISTORICAL PARK

SOLAR CORPORATION
JEFFERSON COUNTY
STATE OF WEST VIRGINIA

DB: 186, PG. 407

SCALE 1" = 40'
United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

   historic name  Bradley Nash Farm
   other names

2. Location

   street & number  Old Furnace Road
   city or town  Harpers Ferry
   state  WV  code  WV  County  Jefferson  code  037  zip code  25425

3. State/Federal Agency Certification

   As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this □ nomination □ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property □ meets □ does not meet the National Register criteria. I recommend that this property be considered significant □ nationally □ statewide □ locally. (□ See continuation sheet for additional comments).

   Signature of certifying office/Title  Date
   National Park Service
   State or Federal agency and bureau

   In my opinion, the property □ meets □ does not meet the National Register criteria. (□ See continuation sheet for additional comments).

   Signature of certifying office/Title  Date
   State or Federal agency and bureau

4. State/Federal Agency Certification

   I hereby, certify that this property is:
   □ entered in the National Register.
   □ See continuation sheet.
   □ determined eligible for the National Register.
   □ See continuation sheet.
   □ Determined not eligible for the National Register.
   □ Removed from the National Register.
   □ Other (explain):  accept AD for H.Ferry
   NHP listing

   Signature of the Keeper  Date of Action  8/7/01
### 5. Classification

<table>
<thead>
<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Check as many boxes as apply)</td>
<td>(Check only one box)</td>
<td>(Do not include previously listed resources in the count)</td>
</tr>
<tr>
<td>□ Private</td>
<td>□ building(s)</td>
<td>Contributing buildings</td>
</tr>
<tr>
<td>□ public-local</td>
<td>□ District</td>
<td>5</td>
</tr>
<tr>
<td>□ public-State</td>
<td>□ Site</td>
<td>Noncontributing sites</td>
</tr>
<tr>
<td>✔ public-Federal</td>
<td>□ Structure</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>□ Object</td>
<td>buildings</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total</td>
</tr>
</tbody>
</table>

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing)

Historic Properties of Harpers Ferry National Historical Park

### 6. Function of Use

<table>
<thead>
<tr>
<th>Historic Functions</th>
<th>Current Functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Enter categories from instructions)</td>
<td>(Enter categories from instructions)</td>
</tr>
<tr>
<td>Domestic/Single Dwelling</td>
<td>Landscape/park</td>
</tr>
<tr>
<td>Defense/military facility</td>
<td></td>
</tr>
</tbody>
</table>

### 7. Description

<table>
<thead>
<tr>
<th>Architectural Classification</th>
<th>Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Enter categories from instructions)</td>
<td>(Enter categories from instructions)</td>
</tr>
<tr>
<td>Bungalow/bungalow</td>
<td>foundation Concrete block</td>
</tr>
<tr>
<td></td>
<td>walls Weatherboard/German siding</td>
</tr>
<tr>
<td></td>
<td>roof Metal</td>
</tr>
<tr>
<td></td>
<td>other</td>
</tr>
</tbody>
</table>

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets)
Physical Description:

The Nash Farm consists of approximately five contiguous town lots in a relatively undeveloped section in the northwest corner of the town of Harpers Ferry. Surrounded by wooded lots, the Nash Farmstead is situated on a grassy hill overlooking the Potomac River. The residence is located along Old Furnace Road, but is screened from view by large evergreens. Fruit trees and flowerbeds also form part of the domestic landscape. The building complex is located in the southeast corner of the property. The buildings all date from the 1920s-1930s, and are of frame construction. The complex includes a house, dairy barn, milk house, a small "chapel" created from a springhouse, a secondary dwelling and sheds. The buildings are currently vacant and used for storage.

The Nash Farm main house is a 1½-story frame, gable end dwelling on a concrete block foundation. The west elevation, fronting on Old Furnace Road, is three bays wide in a window/door/window pattern. The half-glass, 6 light door has a pedimented entrance porch supported with square columns on a poured concrete base. Windows have 6 over 6 sash unless otherwise noted. The three bay depth of the house is approximately the same as its width, with a low-pitched roof, giving the building the feel of a bungalow without many of the elements of the bungalow style. The north side elevation has a three part window with a fixed single pane center and 4 over 4 sash on either side, in addition to two 6 over 6 windows. The south elevation has one three-part window of the same design. Both elevations have two full-size 6 over 6 sash windows in the upper story. The rear (east) elevation has a walkout basement story with a multi-pane glass enclosed, hipped roof porch. The roof is metal, with two interior brick end chimneys. The exterior is covered with wooden German siding.

The interior of the main house has a central hall pattern with most of the living area on the first and basement stories. The interior woodwork, wall treatments, and appliances appear to date from a 1960s renovation.

Outbuilding Descriptions:

In addition to the main house the Nash Farm complex includes a frame gambrel roofed dairy barn, a frame milk house, and a two-story frame secondary dwelling. In addition, there is a small gothic styled ornamental building, which was probably originally a springhouse.

The dairy barn is located north of the house. It is six bays deep with a concrete block foundation, narrow gauge wood siding and metal roof with two aluminum round vents. The milkhouse located between the house and barn, is a one-story gable-roofed building, which has been converted into an apartment. It has wood siding and a standing seam metal roof with three
round vents, each with a weather vane decorated with a cow figure and the word “James.” A greenhouse addition has been added to the north elevation of this building. Just northeast of the barn is a two-story frame tenant house, two bays wide, and one bay deep, with lapped wood siding. East of the tenant house, along the northern tree line is a frame shed complex, for small machines, wood, etc., with unpainted vertical siding. To the south of the main house, located in a wooded area on the side of a ravine is a small frame, one room building with German siding and a metal covered gable roof. A door and window are located in the east elevation, and windows are on the west and south elevations. On the north elevation a previous door opening has been covered and replaced with a stained glass window. Around the window and rising above the roofline is a Gothic styled three-part arch made of wood. This ornamental has the appearance of a chapel or shrine, but may have begun as a typical farmstead spring house.
8. Statement of Significance

Applicable National Register Criteria

<table>
<thead>
<tr>
<th>Mark</th>
<th>Criterion</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑ A</td>
<td>Property is associated with events that have made a significant contribution to the broad pattern of our history.</td>
</tr>
<tr>
<td></td>
<td>Property associated with the lives of persons significant in our past.</td>
</tr>
<tr>
<td>☑ C</td>
<td>Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.</td>
</tr>
<tr>
<td></td>
<td>Property as yielded, or is likely to yield, information important in prehistory or history.</td>
</tr>
</tbody>
</table>

Criteria Considerations

<table>
<thead>
<tr>
<th>Mark</th>
<th>Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑ A</td>
<td>owned by a religious institution or used for religious purposes.</td>
</tr>
<tr>
<td></td>
<td>removed from its original location.</td>
</tr>
<tr>
<td>☑ C</td>
<td>a birthplace or grave.</td>
</tr>
<tr>
<td></td>
<td>a cemetery.</td>
</tr>
<tr>
<td>☑ E</td>
<td>a reconstructed building, object, or structure.</td>
</tr>
<tr>
<td>☑ F</td>
<td>a commemorative property.</td>
</tr>
<tr>
<td>☑ G</td>
<td>less than 50 years of age or achieved significance within the past 50 years.</td>
</tr>
</tbody>
</table>

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- recorded by Historic American Engineering Record

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:
Statement of Significance:

The Bradley D. Nash Farm is significant under National Register Criterion A as a Historic Landscape associated with events, which occurred during the Siege of Harpers Ferry in September 1862. The Nash farm complex is also significant under National Register Criterion A as a small farm developed during the early 20th century. Within the town’s setting, it contributes to Harpers Ferry’s landscape. The property’s significance in the Harper’s Ferry community continued through its association with Bradley D. Nash, twice mayor of Harpers Ferry, park historian, and important agent in the development of the Harpers Ferry National Historical Park (formerly Monument). Nash’s close association with West Virginia Congressman Jennings Randolph, whose efforts in the 1930s and ’40s helped create the Harpers Ferry National Monument, was crucial to the continued congressional support of the Park.

The Nash Farm is part of the Multiple Property Documentation, “Historic Properties of Harpers Ferry National Historical Park.” The Nash property illustrates the following property types developed as part of the multiple property submission: Military Sites associated with the context of Harpers Ferry in the Civil War, and Farms, Residential and Community Resources, associated with the context of Community Development, 1865-1955. The period of significance for the Nash Farm extends to 1977 because of the activity of Bradley Nash in the development of the Harpers Ferry community as mayor, and in the development of the Harpers Ferry National Historical Park. The predominant significance of the property however, was more than 50 years ago.

Resource History

Throughout the half century prior to the devastating years of the Civil War, the expansive economy of Harpers Ferry was based on the United States Government owned arsenal and musket factory. Most of the land within the town boundaries was Government-owned, including the lower town and along the banks and islands of the Potomac and Shenandoah Rivers, excepting the Wager Reservation on the point at the Ferry crossing. On Camp Hill, above the lower town, the Federal land continued between Washington St. and the southern cliffs over the Shenandoah River to Boundary Street, and between Washington St. and the northern cliffs over the Potomac River to the Old Furnace Road. In 1851, the town of Harpers Ferry, Virginia was incorporated, and by 1852, the U. S. Government began selling some of the residences and lots in the Camp...
Hill area. Government officials had designed and laid out the town of Harpers Ferry in blocks of town lots defined by named streets on a grid system. The northwestern-most block of lots, Block 3, where the Nash Farm complex would eventually be located, was purchased at the 1852 land sale by Thomas Jenkins and remained undeveloped. The planned streets which bordered Block 3, North Cliff Street, Van Wert Street and Paulding (Pauling) Street were never constructed, although they appear on every map of Harpers Ferry, even today.

During the 1862 siege of Harpers Ferry by the Confederate forces of Maj. Gen. T. J. "Stonewall" Jackson, Maj. Gen. McLaws, and Brig. Gen. Walker, the Block 3 property was located on the northern end of the Union’s western defensive line along the Bolivar Heights ridge. It is likely the undeveloped lot was wooded, providing shelter, and a spring located on the lot would have provided fresh water. The steep northern cliffs, and the location of the fortifications of Fort Duncan and Maryland Heights directly across the Potomac River, would have allowed the lot to be considered a protected location. Colonel Dixon Miles commanded the Union defensive forces. Unfortunately for the Union troops, while the Confederates under Jackson and A. P. Hill approached the left side of the Bolivar Heights defenses from the south and west, McLaws overpowered the small Union force on Maryland Heights. McLaws then placed rebel cannon on the exposed right of the Union defense and forced their surrender. Further research, including archaeological investigation, would be necessary to confirm any use of the subject lot for encampment or defensive works.

In 1866, Thomas Jenkins sold the Block 3 lot to Christian Nichol for $621. Within three years Nichol was in financial trouble and his lot was sold at public sale to Francis Zoll for $1,200. Nichol was in debt to Zoll in the amount of $1,100, to which most of the purchase price was presumably applied. An 1869 advertisement for the sale of the property, found in the Virginia Free Press, gives some insight into the relationship between Nichol and Zoll, and the reason for the tremendous jump in property value for the Block 3 parcel. According to the advertisement, the property for sale consisted of, “Nine Acres of Virgin Soil, Lying East and North of the town of Bolivar ... is improved by convenient fences and a substantial Tenement House, Brewery, And suitable buildings for a large Brewery ... .” It appears that Christian Nichol, following his purchase of the property in 1866, took out a mortgage with Francis Zoll under two Deeds of Trust, “The

1Harpers Ferry Historic District,” National Register Nomination Form, 1979, Item 8, Page 2.
2This deed was unrecorded, however it is referenced in Jefferson Co. Land Record Liber 1, Folio 308.
3See attached maps, 1869 Map of Harpers Ferry, S. Howell Brown, and Jefferson Co. Tax Assessors map.
Land to be sold under these Deeds, to secure to Francis Zoll the principal sum of Eleven Hundred Dollars, with interest from the 20th day of June 1866 . . . . 

Whether the Zoll family continued the Brewing business is unknown, but they held the lot for sixteen years until 1885 when John Zoll sold it to J. Garland Hurst for $500. Hurst was a local businessman active in the Harpers Ferry land speculation market. The substantially depreciated sale price of 1885 indicates the Brewery was probably no longer located on the lot, although deeds would continue to refer to the lot as “the Brewery property” for years to follow. The Zoll to Hurst deed of 1885 also included “2 acres of unimproved land lying just east of the Brewery lot . . . .,” this being Lot 7 of Block 2. The two parcels would be sold separately in 1902 and 1903, following the bankruptcy of J. G. Hurst, and continue through several separate owners until 1928 when Mary Blaine Barker (Mrs. W. E. Barker) purchased the properties from Richard Rutherford, and began developing the small cliff-top farm. The location of the “tenement house” and brewery complex has not yet been determined, but they were probably along the river for good access to water and transportation.

The configuration of the current buildings associated with the Nash farm complex appears to date from the 1920-30s development of the 9½-acre farm by Mrs. Barker. The small dairy barn and milk house indicate a modest dairy operation. The tenant house indicates a hired dairyman carried on daily operation of the farm. Mrs. Barker lived, presumably with her husband, as deeds do not indicate she was a widow, in the modest quasi-bungalow styled dwelling. In 1951, Mrs. Barker sold the first of several parcels to Bradley D. Nash, “7.07 acres with dwelling house and other buildings.” In 1954, Nash purchased “wooded land number 7 in Block 2.” These two parcels comprise the principal area of the farm complex throughout the Barker and Nash years [defined as USA Tract 102-23 on attached plat from Jefferson Co. deed 693/426].

Several other non-contiguous parcels, which were later part of the Bradley Nash property given to the National Park Service, were also purchased by Mrs. Barker and subsequently sold to Bradley Nash (see attached USA plat for reference). The Brackett lot [USA Tract 102-22] was originally part of the Smalrwood Farm purchased by the

---

5Virginia Free Press, March 4, 1869, microfilm collection, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.
8Jefferson Co. Land Records, 81/130(1885) and 132/536(1929) for Brackett lot; 148/201(1938) for Wager/Root lots.
Storer College trustees in 1867 as a potential site for the college. The 1869 Storer College Catalogue declared: “For various reasons, among which is a desire to encourage the settlement of the friends of the School in its immediate vicinity, the farm referred to above [the Smallwood Farm] has been offered for sale, with the exception of twenty-five acres, reserved for a cite [sic] of future College buildings.”  

The 1885 deed from Storer College to N. C. Brackett and Lura Lightner includes a plat of the Brackett/Lightner lot and the adjoining lots. The plat shows the Brackett/Lightner and neighboring Pennock parcels, equaling nearly 25 acres according to current tax maps, which appear to have remained un-subdivided and undeveloped with the exception of a forty-foot right-of-way bisecting the lots. It is possible that these were the parcels reserved for the future college campus that was never realized. The forty-foot right-of-way was never improved, and in 1929, Louise Brackett, N. C. Brackett’s widow, sold the seven-acre parcel to Mary Blaine Barker.

A second parcel of lots [USA Tracts 102-25, 26, and 27], located on Old Furnace Road and bisected by the border between the corporations of Harpers Ferry and Bolivar, were purchased by Mrs. Barker from Sarah Jane Dinkle in 1938. These tracts do not fall within the nomination boundaries.

The farm complex, during the years of the Nash ownership, gradually became linked with the dynamic personality of Bradley D. Nash. Nash and his wife, Ruth, established their residence on the Barker farm in 1951. That same year, nearly a decade after passing H. R. 3524 “to provide for the establishment of the Harpers Ferry National Monument,” the United States Congress finally passed the appropriations bill necessary to begin Park operations. Nash became immediately involved in the development of the park. Bradley Nash, a World War II veteran, had worked for many years in Washington D. C., in a variety of management positions in several Federal departments. His personal contacts, including a close friendship with West Virginia Congressman Jennings Randolph, must have proved a useful asset in garnering continued congressional interest in the tiny historical park in the mountains of West Virginia. At a 1973 ceremony, which dedicated the flagstaff at Harpers Ferry National Historical Park to Bradley Nash, Senator Jennings Randolph was the keynote speaker. Park Historian, S. Preston Smith also spoke saying “Bradley Nash has been involved in the development of the National Park Service

---

9Storer College Catalogue, 1869, Storer College Collection, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.
10Jefferson Co. Land Record, 148/201.
11Henry T. McDonald Papers, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.
program at Harpers Ferry since its inception.” Smith went on to note that in 1960, Nash and his wife donated a portion of their property to the National Park Service, in the wooded ravine and along the cliffs beside and below the farm, as a Bird Sanctuary.

As a Trustee of Storer College in its last years of operation, Bradley Nash accumulated a great deal of knowledge of the history of the college. After the Harpers Ferry National Monument purchased the Storer College campus, Bradley Nash was hired as an Historian to research the college in 1963. Following two years of research for the National Park Service, Nash went on to become mayor of Harpers Ferry, twice. He held office from 1971 to 1977 and 1981 to 1987, earning the admiration and respect of those he served. In 1990 and 1991 Bradley and Ruth Nash donated their properties to the National Park Service, in exchange for a “life occupancy” on the farm complex parcel.

Resource Evaluation:

The Bradley Nash Farm complex is part of the Multiple Property Documentation Form “Historic Properties of Harpers Ferry National Historical Park.” The Nash property is significant as a Military Site Property Type, in the Civil War context as a contributing element to the landscape of the Bolivar Heights defenses during the 1862 Siege of Harpers Ferry. The springhead located on the property would undoubtedly have been used as a source of fresh water by the Union troops manning the defensive line. The farm building complex is significant within the context of “Patterns of Community Development in the Post-Civil War Harpers Ferry area, 1865-1955.” Within this context the Nash complex of farm buildings fall under the Property Type heading, Farms, Residential and Community Resources.

The rural setting of the Nash farm complex within the boundaries of 1852 defined town of Harpers Ferry symbolizes the unfulfilled potential imagined for the town’s pre-war economy. However, the development of the small farm in the difficult years of the 1920s and 30s also demonstrates the hope for the future the local population of Harpers Ferry and Bolivar held to throughout the late 19th and early 20th centuries. Aspirations for the future were demonstrated with the development of new industries, tourism and market-oriented farming.

12Martinsburg Journal, “Flagstaff Dedicated At Harpers Ferry Park To Mayor Bradley Nash,” April 14, 1973, from newspaper clippings portfolio, Harpers Ferry NHP Library, Harpers Ferry, WV.
13Morning Herald, “Nash Named Monument Historian,” February 18, 1963, Hagerstown, Maryland, from newspaper clippings portfolio, Harpers Ferry NHP Library, Harpers Ferry, WV.
The development of the Harpers Ferry National Historical Park (Monument) was also pivotal to the economy of Harpers Ferry. The association of the farm buildings and attached lands with Bradley D. Nash, an important figure in the development of the National Park and the town of Harpers Ferry, adds to the significance of the Nash Farm.

The Nash Farm complex retains a great deal of integrity to its era of development as a small dairy farm. While some changes have been made to the interiors of the main dwelling and milk house, the outward appearance of the buildings have changed very little in the intervening years. Any changes that have been made to the farm complex would be associated with the ownership of Bradley D. Nash. Most of the surrounding lots remain heavily wooded and undeveloped, probably much as they were during the years of the Civil War.
Major Bibliographical References:

Bibliography

Brown, S. Howell, Map of Harpers Ferry, 1869, Jefferson Co. Court House, Charles Town, WV.


Henry T. McDonald Papers, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

Jefferson County Land Records, Jefferson Co. Court House, Charles Town, WV.

Newspaper clipping portfolios, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

Storer College Catalogues, Storer College Collection, Harpers Ferry National Park Library, Harpers Ferry, WV.
10. Geographical Data

Acreage of Property 8.32 acres

UTM References

(Place additional UTM references on a continuation sheet)

1 18 262565 4356903
Zone Easting Northing

2 18 262209 4356821

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Edith Wallace and Paula S. Reed, Ph.D., Architectural Historian
organization Paula S. Reed and Associates, Inc.
date 6/99, rev. 12/00
street & number 105 N. Potomac Street
city or town Hagerstown
county/city state Maryland zip code 21740

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets
Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner

(name Harpers Ferry NHP
street & number P.O. Box 65
city or town Harpers Ferry state WV zip code 25425

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127, and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Verbal Boundary Description:

All of the property defined on Harpers Ferry Corporation Tax Map #1, as Block 3, Parcels 1 and 2; Block 2, Parcel 4.  

Also included with this nomination, the lot defined on Harpers Ferry District Tax Map #6A, as Parcel 1 (contiguous with previously NR nominated Harpers Ferry National Historical Park property, Map #4, Parcel 6)

Boundary Justification:

The two parcels identified in this documentation are defined by their historic boundaries, as seen in attached plats, and as they were delineated at the time of their donation to the park by Bradley D. Nash. They are identified separately because they are non-contiguous to each other, however each is contiguous with previously nominated National Park property. A third parcel (USA Tracts 102-25, 102-26, and 102-27), also part of the Nash donation, has not been included because the property is not contiguous with any other park property, and does not appear to have any historic significance.
TRACT 102-27

Scale 1" - 400'

LANDS OF BRADLEY D. NASH, ET UX
United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

historic name Grand View School
other names ____________________________

2. Location

street & number Putnam Street

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments).

Signature of certifying office/Title

National Park Service

State or Federal agency and bureau

4. State/Federal Agency Certification

I hereby certify that this property is:
☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register.
☐ See continuation sheet.
☐ Determined not eligible for the National Register.
☐ removed from the National Register.
☐ other (explain):

Signature of the Keeper

Date of Action
Grand View School

Jefferson County, WV

Name of Property

County and State

5. Classification

<table>
<thead>
<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Check as many boxes as apply)</td>
<td>(Check only one box)</td>
<td>(Do not include previously listed resources in the count)</td>
</tr>
<tr>
<td>□ private</td>
<td>□ district</td>
<td>Contributing Noncontributing</td>
</tr>
<tr>
<td>□ public-local</td>
<td>□ site</td>
<td>___________________________</td>
</tr>
<tr>
<td>□ public-State</td>
<td>□ structure</td>
<td>buildings</td>
</tr>
<tr>
<td>☒ public-Federal</td>
<td>□ object</td>
<td>structures</td>
</tr>
<tr>
<td></td>
<td></td>
<td>___________________________</td>
</tr>
</tbody>
</table>

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Historic Properties of Harpers Ferry National Historical Park

6. Function of Use

<table>
<thead>
<tr>
<th>Historic Functions</th>
<th>Current Functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Enter categories from instructions)</td>
<td>(Enter categories from instructions)</td>
</tr>
<tr>
<td>Education/school</td>
<td>Government/government office</td>
</tr>
</tbody>
</table>

7. Description

Architectural Classification

(Enter categories from instructions)

Art Deco (influenced)

Materials

(Enter categories from instructions)

foundation | Poured concrete
walls | Brick

roof | Unknown (probably asphalt)
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)
Physical Description:

The Grand View School is a one-story brick school building in the Art-Deco style, with cast stone decorative highlights. It is located on six town lots within the municipality of Bolivar. It is situated near the wooded cliff above the Potomac River, on the west half of the one-acre lot. The rest of the lot is in grass and gravel parking area. Several small trees have been planted on the lot. The front elevation of the school is 9 bays and includes a central, panel and glass, double door entrance within a vestibule, with a 12 light transom. The brick central vestibule is embellished with a layer of cast stone surrounding it, and cast stone stylized shield above, with the 1930 inscription. Immediately on either side of the cast stone facade of the vestibule are two stylized brick pilasters which rise several feet higher than the height of the building to form a parapet with several courses of brick filling the area between, capped with a layer of cast stone. There are 4 sets of large, 16 light windows on each side of the center vestibule, which correspond with two interior classrooms. Each window has a small 4 light section, which opens. A horizontal line of cast stone runs the length of each wing below the line of windows. The flat roofline of the front facade is also capped with a layer of cast stone. The poured concrete foundation is exposed several feet above ground level forming a third horizontal line on the building. There are no windows on the sides of this front section of the building. The rear brick 4 bay section of the building forms a T with the front section. None of the embellishments present on the front section are found on the rear section of the building. A brick exterior chimney is located on the northeast corner of the rear section. A ca.1940 cement block addition, two bays wide, with shed roof is attached to the rear of the building. There is a modern (1990s) handicapped accessible ramp leading to a rear door on block addition. A small frame storage shed is attached to the east elevation of the T section of the building.

The interior of the Grand View School building has not been changed since its use as a school. From the central entrance to the school a central hall runs south to north with two large classrooms on either side, then two smaller classrooms on either side, then leading to the block addition with two bathrooms, a janitors closet, and an additional classroom. All interior woodwork, flooring, and slate blackboards remain in tact.
**Statement of Significance**

**Applicable National Register Criteria**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Property is associated with events that have made a significant contribution to the broad pattern of our history.</td>
</tr>
<tr>
<td>B</td>
<td>Property associated with the lives of persons significant in our past.</td>
</tr>
<tr>
<td>C</td>
<td>Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.</td>
</tr>
<tr>
<td>D</td>
<td>Property as yielded, or is likely to yield, information important in prehistory or history.</td>
</tr>
</tbody>
</table>

**Area of Significance**

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ethnic heritage/black</td>
<td>Education</td>
</tr>
<tr>
<td>Architecture</td>
<td></td>
</tr>
</tbody>
</table>

**Period of Significance**

1930-1954

**Significant Dates**

1930

**Significant Person**

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Frampton and Bowers, Architects

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets)

**Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

**Previous documentation on files (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- recorded by Historic American Engineering Record

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

**Name of repository:**
Statement of Significance:

The Grand View School building is significant under National Register Criterion A for its association with the development of African American education in the Harpers Ferry/Bolivar area. The building is also significant under National Register Criterion C for Architecture, as an example of a 1930 Art Deco influenced African American school. The construction of the Grand View School building in 1930 as a separate educational facility for black children, served as a statement of the Harpers Ferry School District’s commitment to segregated education. The simple building design, and the decision to construct the building without indoor bathrooms, was a testament to the Board’s consideration of the black children of the District as ‘second-class’ citizens. However, the Grand View School’s strong association with Storer College, as a teacher training facility for the college, and the presence of local postgraduates from the college as faculty in the Grand View School, attests to the determination of the local African American population to overcome the limitations given them. The school retains a high level of architectural integrity with the classrooms and interior and exterior features intact. It is also architecturally significant as a modest interpretation of the Art Deco styling prominent among school and institutional designs in the 1930s. While the school remained in use until 1965, the predominant significance was more than 50 years ago.

Resource History

Following the Civil War, in 1866, an official system for educating blacks in West Virginia was established when the State Legislature required schools for “colored” children in sub-districts with at least 30 eligible 6 to 21 year olds. This system was not heeded in the Harpers Ferry Education District of Jefferson County, where sentiment toward black education was not positively received. For several decades after the end of the war, northern missionaries associated with the American Missionary Association ran the schools for black children in the eastern panhandle of West Virginia. In Harpers Ferry, Storer College, run by the Freewill Baptist Church of Maine provided elementary education for blacks in the region.

It is unclear how long the elementary program at Storer College continued from its inception in 1865. By 1887, however, there was apparently no elementary education available for black children in Harpers Ferry. An editorial in the Harpers Ferry Sentinel, Oct. 8, 1887, “endorses the petition circulating requesting the Board of Education to furnish a school at Harpers Ferry for 42 ‘colored’ children who have no school or teacher.” Apparently acceding to their constitutional responsibility, the Harpers Ferry District Board of Education began construction of a school. An 1888 issue of the Spirit of Jefferson announced the completion of the new “colored” school. The 1907 Sanborn Fire Insurance Map for the Harpers Ferry District, shows the little school as a frame, one story building with a shingle roof, on Ridge St., next to the A.M.E. Church and the “Colored” Baptist Church. Although Storer College no longer provided the elementary education for local black children, the ties between the College and the “Harpers Ferry Colored School” would remain close. The school’s first Principal, William B. Evans, was an 1878

1Harpers Ferry Sentinel, 10/8/1887, Spirit of Jefferson, 3/20/1888, microfilm, Harpers Ferry NHP Library, Harpers Ferry, WV.
graduate of Storer College. Other teachers at the school were also Storer graduates, as well as student teachers. The Storer College Catalogue of 1921-1922 lists as one of the Normal School courses “Observation and Practice Teaching” and states, “The Public School furnishes an excellent opportunity for all normal students to do practice teaching. Here the everyday problems of teaching are discussed.”

The college also continued to provide post-elementary education in their “Prep” (later referred to as “Secondary,” and “Junior High School”) Course, the only high school for black children in the Harpers Ferry District until 1942.

The little frame school on Ridge St. in Harpers Ferry operated for almost 40 years. Serving as the only elementary school for blacks in the Harpers Ferry District, it was apparently immediately successful. By 1890, the Board of Education reported “this school had become so large and unwieldy for one Teacher . . .” that they authorized an Assistant Teacher for two months of the 1889-1890 school year. In 1892 a decision was made by the Board to build an addition on the little schoolhouse, rather than build another school at Halltown. A 1926 enumeration of District students listed 157 black students and 652 white students. Although the schoolhouse at Halltown had by this time been constructed, the large population of black students had outgrown the tiny two room school on Ridge St. The Board therefore rented, for $10 a month, a third room for the school in the basement of “the (Colord) [sic] Baptist Church,” and called it the “3rd Room School.”

It is clear that by 1926, the Harpers Ferry District Board of Education was facing a problem with the “Harpers Ferry Colored School.” Not only was the existing frame building more than 30 years old, but it was far too small for its growing student population. At the November 1926 Board meeting, the members decided to purchase “the 8 lots of M. M. Arter on Putnam Street Harpers Ferry W Va. for the sum of $1,000.”

The eight lots on Putnam Street, Lots 1-3 and 14-16 in Block X, and Lots 10 and 11 in Block W, were originally owned by the United States War Department, as was most of the rest of Harpers Ferry. When the U. S. Government decided to abandon the Rifle Factory and Arsenal in 1868, following the devastation of the Civil War, the property was sold in a series of auctions, held in 1868, 1872, 1880 and 1884. The 1869 S. Howell Brown Map of Harpers Ferry (based on his 1852 map of Harpers Ferry), was commissioned to be the official survey of governments lots for reference at the property sales. Speculators bought many of the vacant lots. These investors later sold the lots to individuals who would build on the properties.

---

2Storer College Catalogue 1921-1922, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.
3Storer College Catalogues, 1898-99, 1921-22, 1942-43.
4Harpers Ferry District, Board of Education meeting notes, Nov. 1889 and 1892; records located at Jefferson Co. Board of Education, Superintendent's Office.
5Ibid., April and July, 1926.
6Ibid., November, 1926; see also Jefferson Co. Land Record, Liber 131, Folio 384, Maggie W. Arter to Board of Education, Jefferson Co. Court House, Charles Town, WVA.
7See Jefferson Co. Land Record, Liber 3, Folio 25, for reference.
In this particular case, the six lots in Block X were purchased by James Burton at the 1868 auction. The lots were then sold as a block through several owners, J. Garland Hurst in 1886, Mary J. Tearney in 1902, and Jared M. Arter in 1919, all of whom were active in the speculation of land in the Harpers Ferry area. The two lots located in Block W were purchased by Mary D. Price in the January 1872 government auction, and, like the Block X lots, moved through a series of owners who were active in the real estate market, including Edmund Chambers in April 1872, Lura B. Lightner in 1887, and Jared M. Arter in 1891. The 1926 purchase of the eight lots on Putnam Street by the Harpers Ferry District Board was remarkably farsighted, for it was not until 1929 that construction began for a new school building.

A bond proposal for new school buildings in the Harper Ferry School District in 1929 included $15,000 for a brick, four-room building with auditorium for black children, as well as $60,000 for a whites-only District High School, and $22,000 for a white elementary school at Millville. The bond, overwhelmingly passed by the voters in June 1929, actually only allowed $10,000 for the black school, eliminating the auditorium and modern bathrooms. By comparison the new whites-only high school at Bolivar, also approved in the 1929 bond, was provided with $80,500 for construction, and included not only modern bathrooms but also an auditorium and a gymnasium. As construction was underway on all three schools, in the summer of 1930, the Board of Education accepted contracts for septic systems to be installed at the Millville School and the Harpers Ferry High School. No mention is made of such arrangements for the "Harpers Ferry Colored School." However, at the same meeting, the Board appointed a janitor, by the name of Butler Burrell, to the new "colored" school for the school year 1930-31.

Despite the paltry sum provided for the new black school, an attempt was made at using the modern, Art-Deco architectural style of the period. The new school, eventually called Grand View School by the Board in 1931, was located on the Putnam Street lots purchased in 1926, and did indeed command a "grand view" of the Potomac River. Designed by the architectural firm of Frampton & Bowers, of Huntington, West Virginia, Grand View School was a much simplified version of the new high school at Bolivar designed by the same firm. However, if the Harpers Ferry District Board of Education thought they were providing "separate but equal" education to the African American students in their charge, they were sadly mistaken. The issue of sanitary facilities, or the lack thereof at the Grand View School, would haunt the Board for years.

At the December 1931 Board meeting, "R. E. McDaniel Principal of Grand View School appeared before Board and asked that new toilets be installed and if possible an auditorium be added to Building." The recording Secretary's notation "not much possibility of..." because of recent large expenditures was probably not surprising. It was not until July 1932, that the Board "authorized... to have two sanitary closets built outside on Grand View School." In August that year, the Board records

---

9Harpers Ferry District, Board of Education, meeting notes, August 1930.
10Ibid., December 1931.
showed, "W. B. Harris’ bid for building two modern toilets for Grand View School accepted, his price to be $50 each. Toilets to be 4 1/2 x 8 with 4 seats each, concrete pits 4 feet deep, asphalt shingle roofs, German siding outside, pipe ventilators and separate [seat?] for teachers.” It is probable that the outhouses, here described as “modern toilets,” were not what Principal McDaniel had in mind. Not until ca. 1940 would a concrete block addition on the rear of the school be constructed with real modern toilet facilities included.

Regardless of the sanitary facilities at the new school, the Storer College trustees, of which Principal Robert McDaniel was one, were clearly proud of the stylish brick building. The 1932-1933 college catalogue included a photograph of the Grand View School with the caption “Grand View School Where Teacher Training Work Is Done.” Under the Normal School Department course list, a notice read: “Important-The work in Practice Teaching is done at ‘Grand View’ public school, where opportunity for such educational laboratory work is modern and excellent.” The Grand View School continued to play a large role in the elementary education program at Storer College, especially beginning in 1942, as Storer College began offering full, four year, college degrees, including the “Degree of Bachelor of Arts in Elementary Education” as well as “Elementary Certificates.” The college catalogue for 1942-43 lists under the college Faculty, the principal of Grand View School, Clarence T. Napper, a graduate of Storer College, and the three other teachers at the school, two of them also Storer graduates, as “Critic Teachers” also part of the education program. The 1945-1946 catalogue adds teachers from the new Page-Jackson High School for African Americans, located in Charles Town as part of the new Jefferson County Education District, to the list of Critic Teachers, expanding the college ties to local black public schools.

The Grand View School, and the other segregated black schools in the Jefferson County District, Page-Jackson High School and Eagle Avenue Elementary in Charles Town, were all affected by the 1954 Supreme Court decision making segregated education based on race illegal. From 1954 to 1965 Jefferson County schools were opened to all students using a “freedom of choice” plan. According to Millard Bushong this plan, while having the appearance of being nondiscriminatory, allowed some schools to continue as all black schools, including Grand View and Page-Jackson, since no whites “chose” to enter those schools. In 1965 the Federal Government insisted the county comply, the Grand View Elementary School and Page-Jackson High School were closed and the students integrated into the local white schools.

For several years following, the Grand View School was used as an integrated school for the 5th and 6th grades of the Harpers Ferry/Bolivar area. In 1971 the new C. W. Shipley Elementary School opened just west of Harpers Ferry and Bolivar, and the Grand View School was permanently closed.

---

11 Harpers Ferry District, Board of Education, meeting records, July and August 1932.  
12 Crane and Noble, p. 4.  
13 Storer College Catalogue 1932-1933, Storer College Collection, Harpers Ferry NHP Library, Harpers Ferry, WV.  
14 Ibid., 1942-1943 and 1945-1946.  
16 Crane and Noble, p. 4.
The development of black education in the Harpers Ferry area was a difficult road in pro-secessionist Jefferson County. Because of the strong convictions and tenacity of the white missionaries who established Storer College in Harpers Ferry, that road was made easier for the fairly large local black population. Despite the less than cooperative Board of Education, the Grand View School and its predecessor provided the education needed for African American children to advance through the Storer College curriculum and acquire an education.

Resource Evaluation:

The Grand View School building is part of the Multiple Property Documentation Form entitled “Historic Properties of the Harpers Ferry National Historical Park.” Within the context of “Black Education in Harpers Ferry,” it is significant as an African American Schools Property Type. The integrity of the Grand View School building both on the interior and the exterior remains intact, as does setting. The exterior of the school building has not been changed since its use as school with the exception of the addition of the handicapped accessible ramp on the rear. The school grounds are grassy with occasional small and medium ornamental trees. Some new home development has occurred nearby but is screened by trees. Many homes that would have been present during the operation of the Grand View School are still intact. The location of the school building remains isolated from the center of Bolivar and Camp Hill. The interior of the building, while being used by the Harpers Ferry National Historical Park as offices, is unchanged from its original appearance. Original woodwork, flooring, and blackboards all remain in place giving the sense of the school atmosphere immediately upon entering.
10. Geographical Data

Acreage of Property  

1.09 acres

UTM References  
(Place additional UTM references on a continuation sheet)

<table>
<thead>
<tr>
<th>Zone</th>
<th>Easting</th>
<th>Northing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>3</td>
<td>3</td>
</tr>
</tbody>
</table>

Verbal Boundary Description  
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification  
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title  Edith B. Wallace, Research Associate  
Organization  Paula S. Reed and Associates, Inc.  
Date 6/99, rev. 11/00

Street & number  105 N. Potomac Street  
city or town  Hagerstown  
state  Maryland  
telephone  301-739-2070  
zip code  21740

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

Name  Harpers Ferry NHP  
street & number  P.O. Box 65  
city or town  Harpers Ferry  
state  WV  
telephone  304-535-6298  
zip code  25425

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Grand View School
Name of Property

Jefferson County, WV
County and State

Section 9 Page 2

Major Bibliographical References:

Brown, S. Howell, Map of Harpers Ferry, 1869, Jefferson Co. Court House, Charles Town, WV.


Crane, Sheila and Bruce J. Noble, Jr., “Grand View School,” unpublished report, Harpers Ferry National Historical Park, Harpers Ferry, WV.

Harpers Ferry District, Board of Education meeting notes, 1889-1912 and 1913-1933, records located at Jefferson Co. Board of Education, Superintendents Office.

Jefferson County Land Records, Jefferson Co. Court House, Charles Town, WV.

Newspaper collection, microfilm, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

Sanborn Fire Insurance Maps, 1907, 1922, 1933, West Virginia University Archives, Morgantown, WV.

Storer College Catalogues, Storer College Collection, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.
Verbal Boundary Description:

All of the property shown as parcel #9, Tax Map #1, for Harpers Ferry Corporation, containing six lots at the northwest corner of Putnam and Marion Streets.

Boundary Justification:

The acreage included is the entire amount of land currently associated with the school. It accommodates the school building, parking lot and surrounding grounds.
GRAND VIEW SCHOOL
WHERE TEACHER TRAINING WORK IS DONE

STORER COLLEGE CATALOGUE
1932-1933
GRAND VIEW SCHOOL
Sketch Map of Property
or Attach Copy of USGS Map

Putnam Street

wooded

wooded cliff

dead end

Potomac River

ramp

parking

Marion Street
United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking “X” in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter “N/A” for “not applicable.” For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

<table>
<thead>
<tr>
<th>historic name</th>
<th>Shipley School (preferred)</th>
</tr>
</thead>
<tbody>
<tr>
<td>other names</td>
<td>Old Harpers Ferry High School</td>
</tr>
</tbody>
</table>

2. Location

<table>
<thead>
<tr>
<th>street &amp; number</th>
<th>847 Washington Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>city or town</td>
<td>Harpers Ferry</td>
</tr>
<tr>
<td>state</td>
<td>WV</td>
</tr>
<tr>
<td>county</td>
<td>Jefferson</td>
</tr>
<tr>
<td>code</td>
<td>037</td>
</tr>
<tr>
<td>zip code</td>
<td>25425</td>
</tr>
<tr>
<td>not for publication</td>
<td></td>
</tr>
<tr>
<td>vicinity</td>
<td></td>
</tr>
</tbody>
</table>

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [ ] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide [ ] locally. [ ] See continuation sheet for additional comments.

Signature of certifying office/Title
National Park Service
State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet for additional comments.

Signature of certifying office/Title
Susan M. Price - DSHPO - 2/2/2001
State or Federal agency and bureau

4. State/Federal Agency Certification

I hereby certify that this property is:
[ ] entered in the National Register.
[ ] See continuation sheet.
[ ] determined eligible for the National Register.
[ ] See continuation sheet.
[ ] determined not eligible for the National Register.
[ ] removed from the National Register.
[ ] other (explain):

Signature of the Keeper
H. Ferry NHP Listing
Date of Action 2/1/01
Shipley School
Jefferson County, WV

5. Classification

Ownership of Property
(Check as many boxes as apply)

☐ Private
☐ public-local
☐ public-State
☒ public-Federal

Category of Property
(Check only one box)

☒ Building(s)
☐ District
☐ Site
☐ Structure
☐ Object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing 1
Noncontributing

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Historic Properties of Harpers Ferry National Historical Park

6. Function of Use

Historic Functions
(Enter categories from instructions)

Education/school

Current Functions
(Enter categories from instructions)

Government/storage

7. Description

Architectural Classification
(Enter categories from instructions)

Classical Revival

Materials
(Enter categories from instructions)

foundation Concrete
walls Brick
roof Metal
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)
Physical Description:

The old Shipley School building is located on three contiguous town lots in the Camp Hill area of Harpers Ferry. Three lots to the rear of the building were also part of the original school property, and are now paved and used for parking. Most of the remaining grounds are planted with grass, and there are several small decorative trees. The building faces approximately north onto Washington Street and has a wide concrete walk leading to the main entrance. The Shipley School building, constructed in 1912 in the Classical Revival architectural style, is a brick and cast stone, raised two story institutional building.

The three front bays of the school encompass a central entrance and two banks of four, 25 light windows on either side of the entrance. The central entrance doors, recessed within a vestibule, are surrounded with side lights and 9 over 9 sash windows, and an eight light transom. The entrance vestibule is part of the central projecting section of the facade with a pair of yellow brick pilasters rising two stories on either side of the entrance. There is a bank of four, 18 light windows above the entrance. The pilaster pairs are capped with a cast stone entablature. Above this is a red brick section, with a three part decorative window with diagonal muntins, and a stylized parapet. The east and west wings of the facade have two pairs of yellow brick pilasters which enclose the first and second story window banks, and are capped with the continuous entablature. Above the entablature are several courses of red brick to the flat roofline. A partially exposed basement story on the front elevation is encased in cast stone struck with evenly spaced horizontal lines running the length of the facade. The east and west wings of the basement story have corresponding banks of four windows; the center section has concrete steps leading to the first story entrance and 6 over 6 windows on either side (one is boarded over). The east and west sides of the building continue with the window bank and pilaster pattern corresponding with interior classrooms. The building extends to the east and west one bay at each end to include side entrances. The rear (south) elevation of the building continues the window bank, pilaster and entablature pattern of the building. A large red brick exterior chimney is located on the south elevation. The roof appears to be metal (edges observed at the rear of the building). A second story rear entrance has been cut into one of the windows to provide handicap access from a c.1970 wooden ramp.

The interior of the building retains much of the school-era woodwork and linoleum. The front entrance hall opens into a wide east to west main hall, facing the half panel and textured glass, double-door entrance to the auditorium located on the south side of the first story, with classrooms on either side. Classrooms are also located on the east and west side of the entrance hall on the north side of the building. Boys and Girls bathrooms are located at the east end of the main hall. A wood panel open stairway is located at the west end of the main hall, leading east up to the second story and west down to the basement story. The basement story includes a
series of small rooms, possibly partitioned between 1972 and 1993 when the Harpers Ferry Center Conservation Laboratory occupied the space.
### 8. Statement of Significance

**Applicable National Register Criteria**

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>✗ A</td>
<td>Property is associated with events that have made a significant contribution to the broad pattern of our history.</td>
</tr>
<tr>
<td></td>
<td>Property associated with the lives of persons significant in our past.</td>
</tr>
<tr>
<td>✗ C</td>
<td>Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.</td>
</tr>
<tr>
<td></td>
<td>Property as yielded, or is likely to yield, information important in prehistory or history.</td>
</tr>
</tbody>
</table>

**Criteria Considerations**

<table>
<thead>
<tr>
<th>Mark</th>
<th>Property is:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>owned by a religious institution or used for religious purposes.</td>
</tr>
<tr>
<td>B</td>
<td>removed from its original location.</td>
</tr>
<tr>
<td>C</td>
<td>a birthplace or grave.</td>
</tr>
<tr>
<td>D</td>
<td>a cemetery.</td>
</tr>
<tr>
<td>E</td>
<td>a reconstructed building, object, or structure.</td>
</tr>
<tr>
<td>F</td>
<td>a commemorative property.</td>
</tr>
<tr>
<td>G</td>
<td>less than 50 years of age or achieved significance within the past 50 years.</td>
</tr>
</tbody>
</table>

**Area of Significance**

<table>
<thead>
<tr>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Architecture</td>
</tr>
<tr>
<td>Community Planning and Development</td>
</tr>
</tbody>
</table>

**Period of Significance**

1912-1950

**Significant Dates**

1912

**Significant Person**

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Holmboe and Lafferty, Architects

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets)

### 9. Major Bibliographical References

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

**Previous documentation on files (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- recorded by Historic American Engineering Record

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

**Name of repository:**
Statement of Significance:

The Shipley School building is significant under National Register Criterion A for its role in the post-Civil War development of the Harpers Ferry/Bolivar area through the late 19th and 20th centuries. The building is also significant under National Register Criterion C for Architecture as an example of early 20th century Classical Revival institutional design by Clarksburg, West Virginia architects Holmboe & Lafferty. The building represents the growing population of the Camp Hill/Bolivar area, the result of economic development through tourism and industry. The large, modern building, in the Classical Revival style, would have represented for the citizenry of Harpers Ferry, a new era of prosperity. The building was part of a new trend in education toward the consolidation of students into larger, better equipped buildings, providing a higher standard of education to the students of the district. In West Virginia, the State Superintendent of Schools institutionalized the trend in 1910 through the issuance of a manual of recommendations for the construction of modern centralized schools. The school consolidation trend was part of a nation-wide process in early 20th century education. While the school remained in use until 1971, the predominant significance was more than 50 years ago.

Resource History

Following the Civil War, which was devastating to the Harpers Ferry economy, a combination of developments contributed significantly to the recovery of the area. First the B&O Railroad constructed the Bollman truss bridge. The new bridge not only allowed rail traffic and commerce to continue, it also carried wagon and foot traffic to the C&O Canal and turnpike, connected to the expanding markets of Frederick, Baltimore and Georgetown. The second important change that occurred in lower Harpers Ferry was the sale of the Herr’s Mill complex, on Virginius Island, to the Harpers Ferry Mill Company, converting the former cotton factory to a four-story flour mill, and beginning a new era of water-powered production in Harpers Ferry.

Further industrial growth spurred by the establishment of The Shenandoah Pulp Company on Virginius Island in 1888, and the Harpers Ferry Paper Company on the foundations of the old armory rolling mill along the Potomac River in 1890, also promised better days for the struggling community. The Harpers Ferry Power and Light Co., which began sharing the Harpers Ferry Paper Co. building around the turn of the century, encouraged development in the Harpers Ferry area with the infusion of cheap
power. Another industry, which began to develop in Harpers Ferry in the 1890s, was the brewing and bottling industry.

Non-industrial changes also spurred growth in the Harpers Ferry economy. Storer College, established in 1867 for the education of freed blacks, had expanded to such an extent by the year 1887, that they were spending $90,000 annually.¹ The infusion of such a sum of money would surely impact the economy of a small town like Harpers Ferry. Summer tourism in Harpers Ferry began to grow as a business in the 1870s and 80s. Hotels and boarding houses flourished into the 20th century, enhanced by the convenient location of the railroad and turnpike, by the breathtaking scenery and mineral springs, and by the interest of the general public in John Brown's 1859 raid, which helped touch off the Civil War.

All of the developments in the Harpers Ferry economy, leading up to the turn of the 20th century, helped to create rapid growth of the student population in the Harpers Ferry District. The educational district of Harpers Ferry, one of five independent districts in Jefferson County, West Virginia, was made up of seven sub-districts, including the towns of Harpers Ferry and Bolivar, as well as several outlying towns and their rural areas. The Harpers Ferry District Board of Education began keeping official records of their meetings in 1889, the same year the new Harpers Ferry Graded School was built on the corner of Washington and Church Streets on Camp Hill. The June 1890 Board minutes record the cost of that school as $2,484.² A similar school was located in the nearby town of Bolivar. In less than twenty years the two schools at Harpers Ferry and Bolivar were unable to accommodate the number of students attending. A 1909 petition by local parents to the District School Board requested consideration of a combined graded school located central to both towns, to replace the two smaller schools.³

On October 7, 1910, a special meeting of the Harpers Ferry District Board of Education was called, “to take up the question of a District High School to be conveniently located for the towns of Harper’s Ferry and Bolivar and to be open to all the youths of the District . . . .”⁴ At the same meeting the Board estimated the “additional sum needed will not exceed Seven Thousand Dollars ($7,000) . . . ,” presumably in

¹ Pioneer Press, May 1887, microfilm, Harpers Ferry NHP Library, Harpers Ferry, WV.
² Harpers Ferry District, Board of Education Records, 1889-1912 and 1913-1933, Jefferson Co. BOE Superintendents Office, Charles Town, WV.
addition to the established building fund. The District Board, whose responsibility it was
to levy property taxes for the use of the school district, decided on a supplementary,
temporary ten cent tax on every $100 of taxable property, to procure the necessary
additional funds for the new building. The tax levy would be put on the November ballot
for the public citizenry to vote on. Possibly to enhance the chances of winning the
affirmative vote on the tax levy, the Board also decided at the October meeting to word
the vote either “For the High School” or “Against the High School.” The November 8
vote passed the question overwhelmingly in the affirmative, 454 votes “For” to 48 votes
“Against.” Interestingly, in addition to the estimated $7,000 tax levy and the school
board building fund, a sum of $2,121.75 had been appropriated by the U. S. House of
Representatives for the Harpers Ferry School District. The sum represented
compensation for the schoolhouses destroyed during the Civil War nearly 50 years
before. The District Board apparently intended to apply the amount toward the building
of the new Harpers Ferry and Bolivar High School.

Between November 1911 and June 1912 the six lots chosen for the location of the
new school building, Block JJ, lots 1-3 and 12-14, on Washington Street, were purchased
from the various owners. Surprisingly, these lots, located on the main thoroughfare
through Bolivar and Harpers Ferry, had remained vacant into the 20th century. This may
be a result of the fact that the six lots were originally owned by the United States War
Department, as was most of the rest of Harpers Ferry. When the U. S. Government
decided to abandon the Rifle Factory and Arsenal in 1868, following the devastation of
the Civil War, most of the property was sold in a series of auctions, held in 1868, 1872,
1880 and 1884. The 1869 S. Howell Brown Map of Harpers Ferry (based on his 1852
map of Harpers Ferry) was commissioned to be the official survey of government lots for
reference at the property sales. Speculators purchased many of the vacant lots and later
sold them to individuals who would build on the lots.

In the case of the six Block JJ lots, the U. S. Government did not begin selling
these until 1880 when Lots 1 and 14 were sold to James Conway and Edward Tearney.
Also sold in 1880 were Lots 10-11 and 4-5 to Alvernon Cross. Cross retained Lots 4 and

5Ibid., Nov. 10, 1910.

6Harpers Ferry National Historical Park Library, Harpers Ferry, WV, newspaper microfilm
collection, Spirit of Jefferson, April 19, 1910 and Farmer’s Advocate, April 23, 1910.
7See 1868 Map of Harpers Ferry, S. Howell Brown; Jefferson Co. Land Records; Lots 2 &
3, 107/137; Lot 13, 107/176; Lot 12, 108/11; Lots 1 & 14, 107/327; Lots 10 & 11, 118/522, Jefferson Co.
Court House, Charles Town, WV.
8See Jefferson Co. Land Record, Liber 3, Folio 25, for reference.
5, but sold Lots 10 and 11 to Lura B. Lightner in 1887. Lightner sold the two lots to the Board of Education in 1920, possibly as extra playground space for the growing student population at the school. W. O. Rau, guardian for the heirs of Conway and Tearney, sold Lots 1 and 14 to the Board in 1912. Lots 2, 3, 12, and 13 were all purchased at the 1884 public auction of government property. Lots 2 and 3, purchased by James Butts in 1884 for $80.00, were sold by Butts to the Board in 1911 for $600.00, making him a tidy little profit. Lot 12, purchased by Edward Colgate in 1884 for $101.00, was sold to William Arter in 1887 for $140.00. Arter’s heirs sold the lot to the Board in 1912 for a total of $300.00.

The history of Lot 13 was much more complicated. After being purchased by T. A. Kirwan and James Watson at the 1884 public sale, Lot 13 was sold to Alvernon Cross in 1887. In 1889 Scott W. Lightner purchased the lot, and in 1908 he sold it to Robert McDaniel. Both Lightner and McDaniel were Trustees at Storer College. Not surprisingly, Lot 13 remained associated with the college through its ownership by James H. Robinson, a graduate of the college, who purchased the lot in 1909. Robinson then sold Lot 13, along with several lots in Block GG on which he ran a livery stable, to Storer College ten months later. In 1911, Storer College sold Lot 13, and the other lots, back to James Robinson. Two months after purchasing them, Robinson sold the package to Charles Young and Grayson Staley, who apparently took over the livery business. Although Lot 13 in Block JJ was apparently never developed, Young and Staley were not inclined to sell the lot to the Board of Education. At the January 4, 1912 Board meeting, the record notes that the Board felt it would be “necessary to begin Condemnation proceedings to procure Lot 13 Blk JJ.”9 The threat of condemnation seems to have convinced Young and Staley. Their deed conveying Lot 13 to the Board was dated January 19, 1912.

The architectural firm of Holmboe & Lafferty, Clarksburg, West Virginia, were selected for the design of the building at the January 1912 Board meeting. Holmboe & Lafferty had been featured in a manual of recommendations on school architecture produced by the West Virginia State Superintendent of Schools in 1910.10 A school designed by the firm for Elkhorn, West Virginia bares a striking resemblance to the Harpers Ferry District High School (see attached photo). The firm of Holmboe & Lafferty designed larger schools for Morgantown and Buckannon, West Virginia, also illustrated in the superintendent’s manual. The larger Harpers Ferry School would include many of the recommendations of the Superintendent of Schools. In addition to

9Harpers Ferry District, BOE Record, January 4, 1912.
A handsome and much complimented four room brick school building, designed to show the groups of windows on the main front. The corners of these school rooms are clipped to facilitate the heating and ventilating. The girls' and boys' toilets are placed on the second floor over the hallway. This absolutely precludes any possibility of obnoxious odors permeating the building, and does not impose excessive stair climbing on the second story pupils, as would toilets placed in the basement. This equalizes the distance traversed to the toilet rooms, compelling scholars from the first floor to ascend one flight of stairs, while those on the second floor, being already elevated, find it very convenient. Abundant light is furnished by windows grouped at one side of the room, and large black-board spaces are provided. In this building a 12-foot gymnasium occupies the entire basement.
eight classrooms with banks of windows for air and light, the school was designed with a
central entrance, central auditorium, indoor bathrooms, and wide stairways. On the
subject of stairways, the superintendent noted:

Too much stair climbing is likely to cause permanent injury to girls of high
school age, hence the building and organization should reduce the danger to
the minimum. The staircase should be wide – not less than five feet; the tread
should be about 13 inches wide; the risers should not be more than 6 1/2 inches
in graded schools and 7 inches in high schools. The treads should be very
simple and thoroughly substantial, as it is constantly subject to some strain.
Round oak about 3 inches in diameter makes a railing both beautiful and
substantial. Long flights of stairs should be broken by roomy landings which
provide for a change of direction or rest. Steep stairways are abominable.
Wherever possible there should be a stairway on each side of the hall and the
whole staircase should be fireproof.11

It was probably at this point that the Board members began to realize they had
drastically underestimated the cost of construction. A February 29, 1912 article in the
local newspaper Virginia Free Press indicated the contract for the building construction,
with Frank O. Trump of Kearneysville, was for $26,993. One week later, the paper
reported the groundbreaking ceremony for the "$33,000 high school."12 In October 1912,
the Board voted for a $35,000 Bond Issue, necessary for the construction of the new
school, in addition to the $7,000 tax levy and the $2,100 from the Congress. Again, like
the 1910 tax levy, approval for the bond issue would be put to a vote on the November
ballot. This time, however, the voters would be asked to vote up or down on the bond
issue, as well as 'For' or 'Against' the District High School. In addition, due to some
question of the legality of the previous tax levy vote, the voters would be asked to vote
again on the 1910 question. However, this time the vote would be specifically 'For' or
'Against' the tax levy. Ironically they would be voting on a tax levy which they had
already been paying for the last two years. The vote was again overwhelmingly in the
affirmative on all three questions.13

Despite the spiraling cost of the new school, the community was undoubtedly
proud of the resulting building. The substantial red brick building, set with long banks of
enormous windows, and embellished with prominent yellow brick pilasters and cast stone
entablature in the popular Classical Revival style, was quite modern looking in the

11Shawkey, p. 42.
12Ibid., Virginia Free Press, Feb. 29, 1912 and March 7, 1912.
13Harper Ferry District BOE records, October 1912.
predominantly mid 19\textsuperscript{th} century town of Harpers Ferry. An August 1919 issue of the locally produced newsletter, The Mountain Echo, proudly described the new school:

"Harper’s Ferry’s chief modern attraction, and asset, is its splendid District High School, situated on west Camp Hill. The building, erected in 1912, at a cost of $60,000 [sic], is said to be one of the finest in the State. The school offers courses in Literature, Mathematics, Modern Languages, Stenography and Type-writing, and Domestic Science."

The new school building included an auditorium, which the District Board rented out to community groups for entertainment and benefits. Also incorporated in the state-of-the-art building was electric lighting. The September 1913 Board minutes reported a light bill of $2.00, due to the nearby Harpers Ferry Electric Light & Power Company. In 1926, concrete sidewalks, five to six foot wide, were installed along the east and west elevations of the school. The new sidewalks led around the south side of the building where new concrete stairs lead to the playground behind.

The Harpers Ferry High School served a dual role, as an elementary school for local students from Harpers Ferry and Bolivar, and as the District-wide high school. High school students were brought in from the outlying sub-districts via a contracted bus service.\textsuperscript{16} The concentration of district resources into one district-wide school building, beginning with the Harpers Ferry High School, would continue in the high school setting with the 1930 District High School in Bolivar, and culminated in the c.1970 Jefferson County High School on Flowing Springs Road.

While the Harpers Ferry District High School was described in 1910 by the Board of Education to be “open to all youths of the District,” in reality this meant white youths only. At the time of the construction of the new high school building, the Harpers Ferry District did not even maintain a high school facility for African American students. Elementary education through the eighth grade was available for black children at the two-room schoolhouse on Ridge Street, in the Bolivar Sub-district, and at another two-room school located in Halltown. Following eighth grade, those students who wished to continue their secondary education in the Harpers Ferry District would have to attend the

\textsuperscript{14}The Mountain Echo, Vol. 1-No. 2, August, 1919, from the papers of Henry T. McDonald collection, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.
\textsuperscript{15}Harpers Ferry District, BOE Records, Sept. 1913 and June 1926.
\textsuperscript{16}Ibid., Sept. 1913.
Prep" course provided at Storer College. The college would then bill the District
Board for the tuition of district students. In May 1926, the Board minutes record a bill
from Storer College for $397.50 for tuition "which the board has refused to pay until
looked into further." The Board claimed that the college was billing them for students
who had "failed in their elementary diploma examinations." The State Superintendent of
Schools, who noted that the State required districts to pay tuition for students if they did
not maintain a high school for those students, settled the disagreement. Despite this
ruling, the Harpers Ferry District never provided a high school facility for the black
students under their care. This appalling situation continued after 1933, when the five
Jefferson County districts were combined into one Jefferson County School District. It
was not until 1942 that the Page-Jackson High School for African American students in
the Jefferson Co. District was opened in Charles Town.

By 1928, the sixteen-year old Harper Ferry High School building was already too
small for the growing population of the Harpers Ferry District, fueled by the expanding
tourism boom of the early 20th century. With the opening of the new Harpers Ferry
District High School in 1930, in Bolivar, the old high school on Camp Hill became the
Harpers Ferry Graded School (later Harpers Ferry Elementary School). Following the
creation of the Jefferson County School District in 1933, elementary schools, including
the Harpers Ferry Elementary School, continued within their various sub-districts, as they
do today. It appears that no major changes were made to the Harpers Ferry building for
the next several decades. In 1968, the school was renamed the C. W. Shipley Elementary
School in honor of Charles Waldron Shipley who had been principal of the school for a
number of years.

In 1971 the Shipley School was closed when the new C. W. Shipley Elementary
School opened on Route 340, just west of Harpers Ferry and Bolivar. Following the
closure of the old school the building was leased for several years by the National Park
Service and used as a conservation laboratory. Several changes were made to the
interior of the building for this use, including the addition of some room partitions and a
venting system for toxic fumes associated with conservation techniques. The exterior of
the building remained essentially untouched with the exception of the addition of an
access ramp and door on the rear elevation, first story. The rear lots fronting on Fillmore

17See Storer College Catalogues 1868-1945, Storer College Collection, Harpers Ferry National
Historical Park Library, Harpers Ferry, WV.
18Ibid., May 20, 1926.
19Harpers Ferry District, BOE Records, 1928-1933.
20Jefferson County School News, p. 4.
21Ibid.
Street, that had been the location of the playground, were converted into a parking area. In 1993, the Harpers Ferry National Historical Park purchased the building.

Resource Evaluation:

The Shipley School building is part of the Multiple Property Documentation Form entitled “Historic Properties of the Harpers Ferry National Historical Park.” It is significant within the context of the Patterns of Community Development in the Post-Civil War Harpers Ferry area, 1865-1955, as a Community Resource Property Type. The integrity of the Shipley School remains remarkably intact, particularly on the exterior of the building and in its setting. Many of the surrounding buildings appear to date to periods prior to the construction of the school in 1912. For example, the 1896 Curtis Freewill Church, and several late Victorian houses are located in the immediate neighborhood. The front of the Shipley School appears unchanged from a 1921 Washington Sunday Star newspaper photo.\(^{22}\) The grounds to the rear of the building have been paved and are used for parking.

\(^{22}\)Washington Sunday Star, June 12, 1921, from the Henry T. McDonald Papers, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.
Major Bibliographical References:

Brown, S. Howell, Map of Harpers Ferry, 1869, Jefferson Co. Court House, Charles Town, WV.


Henry T. McDonald Papers, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

Harpers Ferry District, Board of Education meeting notes, 1889-1912 and 1913-1933, records located at Jefferson Co. Board of Education, Superintendents Office, Charles Town, WV.

Jefferson County Land Records, Jefferson Co. Court House, Charles Town, WV.


Newspaper collection, microfilm, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

Sanborn Fire Insurance Maps, 1907, 1922, 1933, West Virginia University Archives, Morgantown, WV.


Storer College Catalogues, Storer College Collection, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.
Shipley School
County and State

10. Geographical Data

Acreage of Property 1.82 acres

UTM References
(Place additional UTM references on a continuation sheet)

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Edith Wallace, Research Associate
organization Paula S. Reed and Associates, Inc.
date 6/99, rev. 12/00
street & number 105 N. Potomac Street
city or town Hagerstown state Maryland zip code 21740

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets
Maps
A USGS map (7.5 or 15 minute series) indicating the property’s location.
A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of SHPO or FPO)

name Harpers Ferry NHP
street & number P.O. Box 65
city or town Harpers Ferry state WV zip code 25425

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Verbal Boundary Description:

The property associated with Shipley School is Lots #1,2,3,10,11,12,13,14 of Block JJ, Harpers Ferry Corporation.

Boundary Justification:

The eight lots included with the school are the original six ones purchased for the school prior to its construction in 1912, and the two purchased in 1920.
no purpose, dark basements, and attics stored with trash should be carefully omitted.

A handsome and much complimented four room brick school building, designed to show the groups of windows on the main front. The corners of these school rooms are clipped to facilitate the heating and ventilating. The girls’ and boys’ toilets are placed on the second floor over the hallway. This absolutely precludes any possibility of obnoxious odors permeating the building, and does not impose excessive stair climbing on the second story pupils, as would toilets placed in the basement. This equalizes the distance traversed to the toilet rooms, compelling scholars from the first floor to ascend one flight of stairs, while those on the second floor, being already elevated, find it very convenient. Abundant light is furnished by windows grouped at one side of the room, and large black-board spaces are provided. In this building a 12-foot gymnasium occupies the entire basement.
First Settlers and Where They Established Business Houses

In 1731, a grant of 10,000 acres was obtained, and at the head of sixteen families moved from Pennsylvania, crossing the Potomac river about two miles above Harpers Ferry. They settled on Opequon Creek five miles south of Winchester. In 1733, Jacob Stover got a grant and took in a party of settlers. In 1734, some settlers from the Monocacy valley in Maryland moved into the valley of Virginia. In 1738,
Shipley School

Sketch Map of Property
or Attach Copy of USGS Map

Washington Street

(gravel)           (paved)

<   Parking   >

Fillmore Street
United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

   historic name Hydroelectric Power Plant (preferred)
   other names Potomac Power Plant

2. Location

   street & number Potomac Street extended, along Potomac River.
   city or town Harpers Ferry
   state WV code WV County Jefferson code 037 zip code 25425

3. State/Federal Agency Certification

   As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments).

   Signature of certifying office/Title Date
   National Park Service
   State or Federal agency and bureau

   In my opinion the property meets does not meet the National Register criteria. (See continuation sheet for additional comments).

   Signature of certifying office/Title Date
   Susan M. Pierce - DHPO 2/26/01
   State or Federal agency and bureau

4. State/Federal Agency Certification

   I hereby certify that this property is:
   ■ entered in the National Register.
   □ See continuation sheet.
   □ determined eligible for the National Register.
   □ See continuation sheet.
   □ Determined not eligible for the National Register.
   □ removed from the National Register.
   other (explain): accept AD

   Signature of the Keeper Date of Action
Hydroelectric Power Plant
Jefferson County, WV

5. Classification

<table>
<thead>
<tr>
<th>Ownership of Property (Check as many boxes as apply)</th>
<th>Category of Property (Check only one box)</th>
<th>Number of Resources within Property (Do not include previously listed resources in the count)</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ private</td>
<td>☒ building(s)</td>
<td>Contributing: 1 Noncontributing: buildings</td>
</tr>
<tr>
<td>☐ public-local</td>
<td></td>
<td>sites</td>
</tr>
<tr>
<td>☒ public-State</td>
<td></td>
<td>Structure: 1</td>
</tr>
<tr>
<td>☐ public-Federal</td>
<td></td>
<td>objects: 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 2</td>
</tr>
</tbody>
</table>

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Historic Properties of Harpers Ferry National Historical Park

1

6. Function of Use

<table>
<thead>
<tr>
<th>Historic Functions (Enter categories from instructions)</th>
<th>Current Functions (Enter categories from instructions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industry/manufacturing facility</td>
<td>Landscape/park</td>
</tr>
<tr>
<td>Industry/energy facility</td>
<td></td>
</tr>
</tbody>
</table>

7. Description

<table>
<thead>
<tr>
<th>Architectural Classification (Enter categories from instructions)</th>
<th>Materials (Enter categories from instructions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other: Early 20th century industrial</td>
<td>Foundation: Stone</td>
</tr>
<tr>
<td></td>
<td>Walls: Brick</td>
</tr>
<tr>
<td></td>
<td>Roof: Metal</td>
</tr>
<tr>
<td></td>
<td>Other</td>
</tr>
</tbody>
</table>

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)
Physical Description:

The Hydroelectric Power Plant is located on the south bank of the Potomac River at Harpers Ferry, West Virginia. The building sits at the eastern end of a dry power canal constructed early in the 19th century. Immediately southwest of the building and canal are the tracks of the B & O Railroad and the remnants of Potomac Street extended. The property around the building is overgrown with low weeds. The power plant building is a two-story brick structure on stone foundation with a series of 4 water flumes leading under the building. It is three bays wide at the gable ends with brick arched door/loading bay/window and a small round window opening above in each gable peak. There are five bays in the southwest elevation, three brick arched windows, one loading bay, and one triple window with 6 over 6 sash windows and a wide wood, slightly arched lintel. There is some decorative detail in brick along the cornice line. The façade of the building fronting on the river (the northeast elevation) has four evenly spaced window bays, each with a segmentally arched top. The roof is of channeled metal with one round aluminum vent extending from the peak. A steel I-beam frame stands along the exterior of the southwestern elevation. Extending from the northwestern gable end, at foundation level, is a series of three more flumes, probably from the earlier, larger pulp mill building. West of the building can be seen an iron, water control gate structure set into the stone walls of the power canal.

The interior of the power plant consists of one large space with two small office enclosures partitioned off in diagonal corners, north and south. Steel trusses support the roof. Two large generators located in the center of the space dominate the interior. Most of the interior features remain intact from the period that the power plant was used from 1925 to 1991. However, a fire which occurred in 1998 damaged the north office area. This fire did not impair the physical integrity of the building.

Two contributing resources include the power plant building and the canal (a structure).
8. Statement of Significance

Applicable National Register Criteria

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑ A</td>
<td>Property is associated with events that have made a significant contribution to the broad pattern of our history.</td>
</tr>
<tr>
<td>☑ C</td>
<td>Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.</td>
</tr>
<tr>
<td>☑ D</td>
<td>Property as yielded, or is likely to yield, information important in prehistory or history.</td>
</tr>
</tbody>
</table>

Area of Significance

<table>
<thead>
<tr>
<th>Industry</th>
<th>Architecture</th>
</tr>
</thead>
</table>

Period of Significance

1834 – 1991

Significant Dates

1925

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

<table>
<thead>
<tr>
<th>Document</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑</td>
<td>Preliminary determination of individual listing (36 CFR 67) has been requested</td>
</tr>
<tr>
<td>☑</td>
<td>Previously listed in the National Register</td>
</tr>
<tr>
<td>☑</td>
<td>Previously determined eligible by the National Register</td>
</tr>
<tr>
<td>☑</td>
<td>Designated a National Historic Landmark</td>
</tr>
<tr>
<td>☑</td>
<td>Recorded by Historic American Buildings Survey #</td>
</tr>
<tr>
<td>☑</td>
<td>Recorded by Historic American Engineering Record # WV-61</td>
</tr>
</tbody>
</table>

Primary location of additional data:

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑</td>
<td>State Historic Preservation Office</td>
</tr>
<tr>
<td></td>
<td>Other State agency</td>
</tr>
<tr>
<td>☑</td>
<td>Federal agency</td>
</tr>
<tr>
<td></td>
<td>Local government</td>
</tr>
<tr>
<td></td>
<td>University</td>
</tr>
<tr>
<td></td>
<td>Other</td>
</tr>
</tbody>
</table>

Name of repository:

HABS/HAER Records Division
The Hydroelectric Power Plant is significant under National Register Criterion A for its association with three of the major contributing water-powered industries in the Harpers Ferry economy from 1799 to 1991. Following the Civil War, when the Federal Government began to pull out of Harpers Ferry as a dominant employer, the subsequent industries which occupied the former U.S. Armory Rolling Mill site played important roles in the continuation of water-powered industry in Harpers Ferry. The power plant building is significant under National Register Criterion C for its architectural integrity as an early 20th century water-powered electric plant. The building retains much of its machinery used during its operation from 1925 to 1991. Parts of the building date from earlier structures, which also occupied this site, at least some of the stone foundations date from the 1853 Rolling Mill and possibly from the 1834 Tilt-Hammer Shop. The Harpers Ferry Hydroelectric Power Plant is part of the Multiple Property Documentation entitled “Historic Properties of Harpers Ferry National Historical Park.” The building and the associated power canal and its associated structures, are significant within the historic context of Industrial Development of Water Power as an Industrial Resource property type. While the period of significance for the power plant extends to 1991, the predominant significance was more than 50 years ago.

Resource History

The Hydroelectric Power Plant, also known as the Potomac Power Plant, was recently extensively researched for the Historic American Engineering Record (HAER), for which a draft report No. WV-61 has been produced. The HAER report includes detailed information about the history of the building and building site, as well as the machinery from various periods of use of the site where the Hydroelectric Power Plant now stands. HAER Report No. WV-61 is used here as a principal source of information concerning the history of the power plant.

Beginning in 1799, the United States Government located a musket factory and arsenal on the confluence of the powerful Potomac and Shenandoah Rivers at the little settlement known as Harpers Ferry. The water from the rivers supplied the power that ran the operations associated with the various buildings in the armory complex. Among the United States Armory buildings located at Harpers Ferry, was the Rolling Mill (Building No. 18) built in 1853 on the foundations of the earlier, 1834 Tilt-Hammer Shop.1 Throughout the years of the Civil War 1861-1864, all of the buildings of the Federally owned armory, with the exception of the now-famous Fire Engine House (John Brown’s Fort), were burned repeatedly by both the Union and

Confederate armies. Undoubtedly these were difficult years for the people of Harpers Ferry, nearly all of them employees of the arsenal and armory facilities.

The greatest blow to the Harpers Ferry community came immediately following the Civil War, when the U.S. Government decided not to rebuild its armory and arsenal, which had been the main industry and employer in the town for 60 years. In 1868, a Congressional Act authorized the sale of Federal Government lands at a public auction. The armory, arsenal and waterpower rights were sold to Captain F.C. Adams, representing the “Harpers Ferry Manufacturing and Water Power Co.” Adams’ real plan for the property, to sue the B&O Railroad Co. for its passage across former armory property, was soon discovered and the Adams purchase, bought on credit and never paid, was eventually returned to Federal ownership.2

In 1884 the Federal government again put up for sale its holdings at Harpers Ferry. This time the armory grounds on both the Potomac and Shenandoah Rivers, as well as the water rights, were purchased by Thomas H. Savery for the purpose of establishing The Shenandoah Pulp Company on Virginia Island in 1888, and the Harpers Ferry Paper Company on the foundations of the old armory rolling mill along the Potomac River in 1889. The new milling businesses of Savery and Co. encouraged a community struggling to reinvent its industrial base. This sentiment was expressed by Joseph Barry in his book The Strange Story of Harper’s Ferry, written several years after the opening of the Savery and Co. mills; “The new firm-Savory [sic] and Co.- are evidently good business men, and it would appear as if they had come to stay, and give a start to a new Harpers Ferry.”3 A May 1889 local mention in the Spirit of Jefferson noted that the Harpers Ferry Pulp and Paper Co. was “about to become a paying business.”4 Such enthusiasm, however, was probably not well placed. The two Savery and Co. mills were never large employers and workers were not highly paid. Built during a rapid expansion of the pulp and paper mill industry, the mills at Harpers Ferry produced financial hardship for their owner due to plummeting paper prices. Profits reported by the Harpers Ferry Paper Co. in 1903, after more than 20 years of operation reached only $18,993, and by 1906 had fallen to $5,045.5 Finally, in 1925 the Harpers Ferry Paper Company suffered extensive damage from a fire.

---

2James P. Noffsinger, Harpers Ferry West Virginia, Contributions Towards a Physical History, bound manuscript, 1958, Harpers Ferry NHP Library, Harpers Ferry, WV, pp. 50-52.
4Spirit of Jefferson, May 7, 1889, newspaper microfilm collection, Harpers Ferry NHP Library, Harpers Ferry, WV.
Beginning around the turn of the 20th century, the Harpers Ferry Power and Light Company came into being. The brainchild of the Savery family late in the 19th century, a *Spirit of Jefferson* newspaper article announced their idea in 1898:

The Pulp Mills at Harpers Ferry have a maximum capacity of 4,000 hp, and for some time the owners have considered the question of turning half of this power into an electric power plant, to supply the different industries at Charles Town and vicinity, with all the power necessary to run their plants as well as lighting Harpers Ferry and Charles Town.6

John Livers of Gettysburg, Pennsylvania initially ran the operation, but by 1899 Thomas Savery was President and owner of Harpers Ferry Electric Light and Power Company (HFEL&P Co.). By 1904, HFEL&P Co. was providing electricity not only for Harpers Ferry’s streetlights, but for the town of Brunswick, Maryland as well.7 Housed in the upper story of the main Harpers Ferry Paper Co. mill building, the HFEL&P Co. was described by the 1922 Sanborn Fire Insurance Map as running “at night only- 2 dynos [sic] operated by water power,” while the paper company continued to run “day and night.”8 The companion arrangement of the two companies was apparently not unusual, owing to common space and turbine power requirements, and continued until the 1925 fire, which damaged the building.9

Personal records of the Savery family, researched for the “Potomac Power Plant” HAER report, indicate the Savery brothers had been trying to find a buyer for their unprofitable paper mills in Harpers Ferry. According to the HAER report, the 1925 fire may have enhanced their chances for that eventual sale: “The fire conveniently eliminated the least profitable part of their operation, pulp-making, and with the fire insurance payments, allowed the brothers and their associates to rebuild a smaller and modernized plant more suited solely to hydroelectric generation. The new mill building was completed by June of 1925, new electrical equipment was added later that year, and the search for a buyer continued.”10 The Harpers Ferry Electric Light & Power Company was sold in 1928 to the National Electric Power Company, a subsidiary company of the Virginia Public Service Company. The little brick power plant then passed through a series of sales between the Virginia Public Service Company and the Potomac Edison Company (under the names of Potomac Light and Power Co., Potomac Edison Co. of

7"Potomac Power Plant" HAER draft report No. WV-61, p. 18.
8Sanborn Fire Insurance Map, 1922, WVU Archives, Morgantown, WV.
10"Potomac Power Plant" HAER draft report No. WV-61, p. 22; see also references in report to the Savery Family Collection, Hagley Museum and Library, Wilmington, DE.
West Virginia, and finally, Allegheny Power). The power plant operated until 1991, providing power for the Harpers Ferry community. With the closure of the plant, came the end of nearly two centuries of water-powered industry in Harpers Ferry.\textsuperscript{11}

Resource Evaluation:

The Harpers Ferry Hydroelectric Power Plant is part of the Multiple Property Documentation entitled “Historic Properties of Harpers Ferry National Historical Park.” The building, and the associated power canal and structures, are significant within the historic context of Industrial Development of Water Power as an Industrial Resource property type. The power plant building retains its integrity to its use as a hydroelectric power plant, including machinery still located inside the building. Its setting, along the river and beside the railroad and power canal, retains remarkable integrity to the historic associations of the site.

The Power Plant is a remarkably intact example of late 19\textsuperscript{th} - early 20\textsuperscript{th} century industrial architecture. Although its design is unremarkable, the history associated with the building, its setting, and its material makes it a singular building. The HAER report (HAER No. WV-61) documented the use of materials from the successive industrial buildings associated with the site in the construction of the extant power plant building. The sense of historic layering in the building and at this site is extremely powerful. HAER historian, Dean Herrin notes, “In fact, the building is an icon of Harpers Ferry industry, and like a crazy quilt, is composed of fragments of significant meaning.”\textsuperscript{12}

\textsuperscript{11}HAER draft report No. WV-61, pp. 24-26.

\textsuperscript{12}Ibid, p. 27.
Major Bibliographical References:


Newspaper Microfilm Collection, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

Noffsinger, James P. *Harpers Ferry West Virginia, Contributions Towards a Physical History*, bound manuscript, 1958, Harpers Ferry National Historical Park Library, Harpers Ferry, WV.

“Potomac Power Plant,” HAER draft report No. WV-61, Harpers Ferry National Historical Park, Harpers Ferry, WV.

Sanborn Fire Insurance Maps, 1907, 1922, 1933, West Virginia University Archives, Morgantown, WV.
Hydroelectric Power Plant                        Jefferson County, WV
Name of Property                                County and State

10. Geographical Data

<table>
<thead>
<tr>
<th>Acreage of Property</th>
<th>48.18 acres</th>
</tr>
</thead>
</table>

UTM References
(Place additional UTM references on a continuation sheet)

<table>
<thead>
<tr>
<th>Zone</th>
<th>Easting</th>
<th>Northing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>18</td>
<td>6</td>
</tr>
<tr>
<td>4</td>
<td>18</td>
<td>6</td>
</tr>
</tbody>
</table>

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

<table>
<thead>
<tr>
<th>name/title</th>
<th>Edith Wallace, Research Associate</th>
</tr>
</thead>
<tbody>
<tr>
<td>organization</td>
<td>Paula S. Reed and Associates, Inc.</td>
</tr>
<tr>
<td>date</td>
<td>June, 1999 rev. 12/00</td>
</tr>
<tr>
<td>street &amp; number</td>
<td>105 N. Potomac Street</td>
</tr>
<tr>
<td>city or town</td>
<td>Hagerstown</td>
</tr>
<tr>
<td>state</td>
<td>Maryland</td>
</tr>
<tr>
<td>telephone</td>
<td>301-739-2070</td>
</tr>
<tr>
<td>zip code</td>
<td>21740</td>
</tr>
</tbody>
</table>

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner

<table>
<thead>
<tr>
<th>name</th>
<th>Harpers Ferry National Historical Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>street &amp; number</td>
<td>PO Box 65</td>
</tr>
<tr>
<td>city or town</td>
<td>Harpers Ferry</td>
</tr>
<tr>
<td>state</td>
<td>WV</td>
</tr>
<tr>
<td>telephone</td>
<td>304-535-6298</td>
</tr>
<tr>
<td>zip code</td>
<td>25425</td>
</tr>
</tbody>
</table>

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Verbal Boundary Description:

The boundaries are described by the 1918 survey map drafted to show the B&O Railroad right-of-way for Track V-36.1/1 through Savery and Co. property. The same map was later used in the Potomac Light and Power Co. deed, and finally in the 1984 deed for USA Tract 101-06, Jefferson Co. Land Record 565/307. The tract contains 48.18 acres, bordered on the north by the Potomac River, on the south along the cliffs of Camp Hill, and is bisected by the B&O Railroad right-of-way.

Boundary Justification:

The boundary includes the entire Savery and Co. property as surveyed in 1918. These appear to be the historic boundaries of the U. S. Government property associated with the musket factory, as delineated on the 1869 S. Howell Brown Map of Harpers Ferry.

UTM REFERENCE
5(E) Zone 18  Easting 262539  Northing 4357370
United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

historical name Maryland Heights, Spur Battery,
other names Steigman Property

2. Location

street & number Hoffmaster Road
city or town Sandy Hook
state MD code MD county Washington code 043

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. I recommend that this property be considered significant nationally, statewide, or locally. (□ See continuation sheet for additional comments).

[Signature]
[Date]
National Park Service

4. State/Federal Agency Certification

I hereby certify that this property is:
□ entered in the National Register.
□ determined eligible for the National Register.
□ removed from the National Register.
□ other (explain):

[Signature of the Keeper]
[Date of Action]
### 5. Classification

<table>
<thead>
<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private</td>
<td>building(s)</td>
<td>Contributing: 1</td>
</tr>
<tr>
<td>public-local</td>
<td>district</td>
<td>Noncontributing: sites</td>
</tr>
<tr>
<td>public-State</td>
<td>site</td>
<td>Total: 1</td>
</tr>
<tr>
<td>public-Federal</td>
<td>structure</td>
<td></td>
</tr>
<tr>
<td></td>
<td>object</td>
<td></td>
</tr>
</tbody>
</table>

**Name of related multiple property listing**

Historic properties of the Harpers Ferry National Historical Park

**Number of contributing resources previously listed in the National Register**

8

### 6. Function of Use

<table>
<thead>
<tr>
<th>Historic Functions</th>
<th>Current Functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Defense/fortification</td>
<td>Landscape/park</td>
</tr>
<tr>
<td>Industry/Processing/Extraction/processing site</td>
<td></td>
</tr>
</tbody>
</table>

### 7. Description

**Architectural Classification**

N/A

**Materials**

- Foundation
- walls
- roof
- other

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets)
United States Department of the Interior  
National Park Service  

National Register of Historic Places  
Continuation Sheet

Section 7  Page 2

Physical Description:

The Spur Battery, located on the west side of Elk Ridge at Maryland Heights, stands on a protruding plain or "spur" between ravines, giving it its name. Its remoteness, northwest of the better-known Naval and 100 pounder and 30 pounder batteries, and below the steep cliffs at the terminus of the Exterior Fort, has kept this battery in relative obscurity. This lesser-known battery remains in fair condition because of that obscurity, and the extremely rugged access to the site. The National Park Service acquired the property upon which the Spur Battery is located in 1993. This documentation is being submitted as part of a larger multiple property documentation form discussing resources associated with the Harpers Ferry National Park. Although the Park was listed in the National Register of Historic Places in 1981, several properties, like this one have been acquired since, and are now being included through the multiple property submission process.

Access to the Spur Battery site is achieved following the old charcoal roads along the western slope of the Maryland Heights, moving south to north. The roads fade out a distance from the battery site, which is then accessed through the woods (with the help of an experienced guide). The battery is first evidenced by a low, 1-2 foot, semicircular, loose stone wall with breaks for entrance. Within the wall, facing northwest, are three stone platforms built onto the edge of a rocky precipice. Also within the stone walls is a rectangular depression in the ground, which was a powder magazine. A second, larger magazine is located to the northeast of the Spur Battery platform, near Campground 10. Just to the north of the battery area is a substantial, jumbled stone wall, running west to east down the mountain, part of a breastwork/rifle pit described by engineer Col. William Raynolds in June 1863. The entire area is heavily wooded.

The Spur Battery is being counted as one site, but that includes all of the component parts. Other camp and fortification sites on Maryland Heights are contributing, but not counted since they were part of the original 1981 nomination. The Spur Battery is located on Parcel 169, Washington County, Maryland Tax Map 87. The property contains 23.17 acres.
Maryland Heights, Spur Battery  
Name of Property: Washington Co. MD  
County and State:

### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- **A** Property is associated with events that have made a significant contribution to the broad pattern of our history.
- **B** Property associated with the lives of persons significant in our past.
- **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- **D** Property as yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all the boxes that apply)

- **A** owned by a religious institution or used for religious purposes.
- **B** removed from its original location.
- **C** a birthplace or grave.
- **D** a cemetery.
- **E** a reconstructed building, object, or structure.
- **F** a commemorative property.
- **G** less than 50 years of age or achieved significance within the past 50 years.

#### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

#### Area of Significance

(Enter categories from instructions)

- **Military**

#### Period of Significance

1862-1864

#### Significant Dates

June, 1863

#### Significant Person

N/A

#### Cultural Affiliation

N/A

#### Architect/Builder

Col. William Raynolds

### 9. Major Bibliographical References

#### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

#### Previous documentation on files (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:
United States Department of the Interior  
National Park Service  
National Register of Historic Places  
Continuation Sheet  

Maryland Heights, Spur Battery  
Name of Property  

Washington County, MD  
County and State  

Statement of Significance:

The Spur Battery, located on the Maryland Heights area of Elk Ridge Mountain, is significant under Criteria A and D of the National Register, for the role it played in the defense of Maryland Heights and Harpers Ferry during the Civil War. Because of its excellent state of preservation, this site is also valuable as an archeological tool in the understanding of fortification and camp life throughout the years of the Civil War. The Spur Battery, and the other fortifications constructed in the fall of 1862 and summer of 1863 represent a change in tactics on the part of the Union command at Harpers Ferry. In addition, the location of the Spur Battery is significant under National Register Criteria A for its association with the charcoal production industry which operated on Maryland Heights in the 18th and early 19th century. Roads associated with the production of charcoal on the mountain were used during the Civil War years as access roads for the various battery emplacements. Remnants of charcoal hearths are also evident on the mountain. The Spur Battery and associated sites are being documented as part of the Multiple Property designation, “Historic Properties of Harpers Ferry National Historical Park.” The relevant historic context is “Harpers Ferry in the Civil War.” The property type is “Military Sites.” Some of the Maryland Heights sites are also significant in other contexts not specifically related to Harpers Ferry, in particular, properties associated with the 18th and early 19th century iron industry in Maryland and Virginia.

Exhaustive research of the resources on Maryland Heights was done in 1984-1988 by a National Park Service team of historians and archeologists, headed up by Dennis E. Frye, Park Historian, and Susan W. Frye, Park Archeologist, which culminated in a report in 1989 entitled Maryland Heights Archeological & Historical Resources Study. The archeological survey included not only military fortifications found on the mountain, but also the roads and features associated with the charcoal production related to the nearby Antietam Iron Furnace. This survey of the Spur Battery is based essentially on the results of that study.

The heavily wooded Elk Ridge Mountain, which terminates at the Potomac River with Maryland Heights was used to produce charcoal by the owner of the nearby Keep Triste Furnace ironworks, John Semple, possibly as early as 1764. Semple’s 10,000 acre mountain tract was purchased in 1810 by John McPherson and John Brien, owners of the Antietam Iron Works, and again used to produce the charcoal needed to power the furnaces. Charcoal production continued on the mountain until the 1848 bankruptcy of the Antietam Iron Works. The years of production however, left 23 miles of roads and 57 charcoal hearths in the area of Maryland Heights, discovered by the 1984 NPS archeological survey team.1 The network of roads left on the mountain by the charcoal industry were found to be useful by the soldiers and engineers of 1862 and 1863 faced with constructing fortifications on the steep slopes of the Heights.

The following introduction, taken from the 1989 archeological report gives a sense of the Maryland Heights atmosphere in the years 1862 to 1865.

1Frye and Frye, Abstract, p. xxi.
During the Civil War, Maryland Heights stood as a mountain fortress guarding the southern border of the Union. The black, threatening muzzles of heavy artillery peered into Virginia and the Confederacy, and the eyes of hundreds of bluecoated soldiers stared vigilantly across the Potomac.

From 1862 through 1865, Federal soldiers from Massachusetts, New York, Maryland, and nine other Northern states occupied the bald, bleak ridge which dominates the region surrounding Harpers Ferry. These Union men pitched dirt onto earthworks, dragged cannon up steep slopes, practiced aiming at targets, and witnessed enemy invasions around them. These same soldiers shoveled platforms for tents, moved rocks for parade grounds, cut trees for firewood, and cooked salt-pork in hot sizzling skillets. Maryland Heights bustled as an occupied fortress during the war between North and South.

This activity ended abruptly when soldiers and guns departed the mountain three months after Lee’s surrender, but behind them they left their forts and campgrounds as reminders of America’s bloodiest war.

Today, the earthworks and stone foundations remain though hidden in the Maryland Heights’ wilderness. Weathered and worn by time, these former defenses and makeshift homes now represent some of the best preserved Civil War fortifications and campgrounds in the United States.

The various fortifications and batteries found on Maryland Heights represent the changes in strategy applied to the site over time by the officers in charge of the defense of Harpers Ferry. In 1862, with the approach of General “Stonewall” Jackson down the Shenandoah Valley, the defense on Maryland Heights consisted of the Naval Battery aimed toward Bolivar Heights on the west side of Harpers Ferry. On the crest of Elk Ridge, at the northernmost extent of Maryland Heights, the only defense of the Heights from the north consisted of a wood abatis “...about 400 yards north of a Federal log and stone breastworks which ran perpendicular to the crest and was flanked on either side by precipitous and rocky mountain ledges.”2 During Lee’s 1862 Maryland Campaign, Harpers Ferry and its garrison of 12,500 were surrounded by Stonewall Jackson, A.P. Hill, and General McLaws. Maryland Heights was easily taken by attacking from the north along the Elk Ridge. As a result of this disaster, Union engineers realized the importance of Maryland Heights and its vulnerability to attack from the north.

Beginning in the Fall of 1862, regiments were assigned to Maryland Heights to fell large areas of trees, construct the 30-pounder Battery, and stone masons started work on the Stone Fort. The work stopped, unfinished, in March of 1863 when the supervising engineer, Lt. John M. Wilson was transferred from his Maryland Heights assignment.3 Then in April 1863, Brigadier General John G. Barnard, the Chief Engineer of the Washington, D.C. defenses, along with Col. William F. Raynolds, Chief Engineer of the Eighth Army Corps, was sent to inspect the defenses around Harpers Ferry. It was

3Ibid., p. 68.
his recommendations to Col. Raynold's, contained in a May 1863 memorandum, which would make Maryland Heights, and ultimately Harpers Ferry, more permanently defensible. General Barnard wrote, "The key-points to the defense of Harper's Ferry are Maryland Heights and Fort Duncan, and on the former particularly depends the defense. The most practicable line of attack is from the north." Further in the memorandum, Barnard recommends the construction of the Spur Battery, in conjunction with a larger defensive work to the east of Fort Duncan later called the Barnard Lines (see maps). "The spur on the left of where the Sharpsburg road turns off from the river answers all these purposes equally well or better [that is, covering the town of Harpers Ferry and the Railroad tunnel and bridge as the Naval Battery did], and has a most excellent and close flanking fire upon the front of the lines I propose to hold west of the tower..." The placement of the Spur Battery, west of, and below, the extended rifle pits of the Exterior Fort, and above the rifle pits extending east from Fort Duncan, would protect those lines, as well as provide heavy artillery fire on approaching enemy lines from the north.

In June 1863, Lee's army was again moving down the Shenandoah Valley toward Harpers Ferry. Suddenly the need for defenses around Harpers Ferry appeared urgent. Winchester and Martinsburg had fallen into the hands of the Confederate army. Brig. Gen. Daniel Tyler, taking command of Harpers Ferry after his retreat from Martinsburg, called in Col. William Raynolds to complete the fortifications on Maryland Heights and Fort Duncan. Between June 15th and the 27th the 1,500 men assigned to work with Col. Raynolds constructed many of the fortifications still standing today. The construction associated with the Spur Battery was also completed at this time.

General Barnard, in his memorandum had suggested that the Spur Battery be constructed as an earthwork. Clearly, from inspection of the battery, the platforms were constructed with stone, a resource abundantly available in the immediate area, however, no complete description of the Spur Battery has been found in contemporary records, Frye and Frye speculate the battery was protected by sandbags rather than earth. Col. Raynolds describes the location of the battery, its defensive capabilities, and some of the associated works in a June report: "About half way up Maryland Heights and above the right field-work [the easternmost extension of the Barnard Lines from Fort Duncan] is a plateau which affords a good position for flanking the west slope of the Heights, and also for enfilading a ravine that extends in front of the line of defense. A 50-pounder Dahlgren gun was taken from the naval battery and put in position to effect both these objects. It can also be turned and used against Bolivar Heights, if required. A line of stone breastworks or rifle-pits (made by filling a crib-work of logs with stone) has been built along the northern edge of this plateau, which, in connection with the rifle-pits extending down from the summit, renders the west slope of the mountain safe against almost every attack." The stone breastworks

---


described here never appear on Civil War era maps of Maryland Heights, but are in evidence, minus the crib-work of logs, running west to east down the mountain, just north of the Spur Battery today.

The preparations for a Confederate attack were not tested in June of 1863, as Lee’s army marched north to Gettysburg, bypassing Harpers Ferry altogether. The work was done, but the war was not over.

One year later, in July 1864, Confederate forces once again took the nearby city of Winchester, this time under the command of Lt. Gen. Jubal Early. Early and his 14,000 men then headed for Martinsburg and Harpers Ferry hoping to seize valuable quartermaster supplies. Union troops at Martinsburg, under Maj. Gen. Franz Sigel slipped away across the Potomac River at Shepherdstown, and down the C&O Canal towpath to Maryland Heights. As the rebel forces approached Harpers Ferry the new defenses on Maryland Heights proved their worth, fierce bombardment of the Bolivar Heights held the Confederates until supplies at Harpers Ferry could be safely removed to the Maryland side.8

According to Maj. G.F. Merriam, of the 5th NY Artillery, commanding at Fort Duncan, “On Tuesday, the 5th, our forces were all massed on the Maryland side, extending from Fort Duncan to Maryland Heights. Gen. Sigel’s headquarters were near the center of the line...”9 Preparations were being made for an attack on Maryland Heights.

On July 6, 1864, Maj. Merriam reported in a communication with Capt. Burleigh, an Assistant Adjunct-General, “I applied for the following men last night, and understood Gen. Weber that he would furnish them from the Second Battalion, 5th NY Artillery...the whole required: Fort Duncan, 200 men; Battery Sullivan, 80 men; Spur Battery, 80 men; 30-pounder battery, 60 men; mortar battery, 50 men; 100-pounder battery, 100 men; Stone Fort, 300 men; total, 870.”10 Clearly, the Spur Battery was considered an important component in the defense of Maryland Heights, being among the more heavily manned fortifications on the mountain, with 80 men. With the batteries prepared for battle, Jubal Early’s new plan to move on Maryland Heights from the north would prove impossible. Gen. Sigel reported on July 8, “Yesterday the enemy made preparations for a general attack on our northern line, and tried to bring his artillery in position. Was unable to do so on account of field batteries and heavy pieces in the forts, which shelled their artillery, infantry, and trains for a distance of four miles...”11 With that Early and his forces moved east across South Mountain toward Frederick and Washington, D.C., and Maryland Heights was never again pressed by the Confederate army.12

The Spur Battery, as part of the Barnard/Raynolds plan for the defense of Harpers Ferry and Maryland Heights, played an important role because its location on the western spur. It’s ability to fire upon forces both at Bolivar Heights to the southwest and in the Sharpsburg Valley to the northwest, as well as provide enfilading fire along the Barnard Lines, made this position particularly valuable, as

---

8 Frye and Frye, pp. 71-73.
10 Ibid., p. 87.
11 Ibid., p. 180.
12 Frye and Frye, p. 74.
proven during the Jubal Early attack in 1864. Frye and Frye summarize the effect of the fortifications of Maryland Heights as a whole in their report:

"The Federal army constructed eight fortifications upon Maryland Heights during 1862 and 1863. These defenses anchored the east side of a line of fortifications which paralleled the Potomac River north and west of Harpers Ferry. The defenses upon Maryland Heights, in conjunction with Fort Duncan and the Barnard Line to the west, formed a fortress which effectively protected Harpers Ferry from attack from the north. In addition, artillery on Maryland Heights—the highest ridge surrounding Harpers Ferry—dominated the region and made Harpers Ferry untenable to Confederate occupation."\(^{13}\)

Resource Evaluation:

The properties on Maryland Heights and the Spur Battery are significant for their contribution to the understanding of the Civil War defense of Harpers Ferry. All identified sites within the boundaries of the Harpers Ferry NHP on Maryland Heights are included by reference to the above cited archaeological reports and are considered contributing as part of the original 1981 National register nomination. The property encompassing the Spur Battery is parcel 169 on Washington County Tax map #87, containing 23.17 acres acquired by the Park in 1993.

\(^{13}\)Frye and Frye, p. 165.
Major Bibliographical References:


Maryland Heights, Spur Battery
Name of Property
Washington County, MD
County and State

10. Geographical Data

Acreage of Property ______

UTM References
(Place additional UTM references on a continuation sheet)

1
Zone
Easting
Northing
18
265400
4358020

2
Zone
Easting
Northing
18
265300
435760

3
Zone
Easting
Northing
18
264560
4358000

4
Zone
Easting
Northing
18
264720
4358270

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Paula S. Reed, PhD, Architectural Historian and Edith B. Wallace
organization Paula S. Reed and Associates, Inc.
date Sept. 1999
street & number 105 N. Potomac Street
city or town Hagerstown
state Maryland
telephone 301-739-2070
zip code 21740

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets
Maps
A USGS map (7.5 or 15 minute series) indicating the property’s location.
A Sketch map for historic districts and properties having large acreage or numerous resources.
Photographs
Representative black and white photographs of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of SHPO or FPO)

name Harpers Ferry National Historical Park
street & number PO Box 65
city or town Harpers Ferry
state WV
telephone 304-535-6298
zip code 25425

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Verbal Boundary Description:

The Spur Battery property contains 23.17 acres and is identified as Parcel #169, on Washington County Tax Map 87, and described in Washington County Deed Book 1085, Page 688.

Boundary Justification:

The piece of property being documented here contains the remnants of the Spur Battery and is the entire parcel acquired by the Harpers Ferry NHP in 1993.
MILITARY MAP
showing the topographical features of the country
adjacent to
HARPER'S FERRY, VA,
including
Maryland, Loudoun, and Bolivar Heights, and
portions of South and Short Mountains,
with the positions of the
DEFENSIVE WORKS,
also the
Junction of the Potomac & Shenandoah Rivers, and their
Passage through the Blue Ridge.
Surveyed from August 3d to Sept. 30th 1863,
UNDER THE DIRECTION OF
CAPT. N. MICHLER, CORPS OF ENGR'S U.S. ARMY
by
MAJOR JOHN E. WYATT, PRINCIPAL ASSISTANT,
ENGINEER DEPARTMENT,
ARMY OF THE POTOMAC.

Scale 4 inches to 1 mile.

Note
The figures indicate the heights in feet of the several points above the level of the canal at the pontoon-bridge. The horizontal curves indicate distances of 20 feet perpendicular height.
MILITARY MAP OF HARPER'S FERRY AREA
CAPT. H. A. MICHLER, 18.43
MARYLAND HEIGHTS FORTIFICATIONS

Moor Battery is located between the Stone Fort and Gun Battery Lines.
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.
1. Park Building No. Harpers 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.
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 Randall

4. Date of Photo: April 1978

5. Harpers Ferry Negative No. NHP-
   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 enclosing 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 commercial buildings prior to 1862. These were burned by Union troops in February 1862.
Harpers Ferry National Historical Park

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 1976

5. Harpers Ferry Negative No. NMF-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 running from left to
   right. Maryland Heights in Maryland on far(north) side of Potomac. Park Service.

7. Photograph No. 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.
Harpers Ferry National Historical Park

1. Park Building No. 35 (U.S. Block B, Lot 2, Shenandoah Street).
   * Historical Name: John E. P. Daingerfield House (New Master Armorer's Harpers Ferry National Historical Park Quarters)

2. Harpers Ferry, West Virginia

3. Photographer: Neal Randell

4. Date of Photo: January 1975

5. Harpers Ferry Negative No. NHP 3501.
   Located in Photo Collections of Harpers Ferry NHP.

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

7. Photograph No. 3D.
Harpers Ferry National Historical Park

1. Park Building No. 34 and 35
   Historical Name: Joseph Armbrust House (Old Master Armorer's 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. NMF - 3503
   located in Photo Collections of Harpers Ferry NMP.

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
Harpers Ferry National Historical Park

1. Park Building No. (Wager Lot No. 146)
   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. MHF-3497.
   Located in Photo Collections of Harpers Ferry NHP.

6. Description: South (front or Shenandoah Street) elevation of Bldg. No. 141. At left, exterior stairs leading to Masonic Hall on the 3rd floor of Bldg. 141.

7. Photograph No. 35.
1. Park Building No. 45 (U.S. No. 1, north side of Shenandoah Street)
   - Historical Name: John G. Wilson Bldg. (Stagecoach Inn) (Also Armory
     Harpers Ferry National Historical Park
     Dwelling House No. 3).

2. Harpers Ferry, West Virginia

3. Photographer: Neal Randell

4. Date of Photo: January 1975

5. Harpers Ferry Negative No. NHP-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. 141, with exterior stairs leading

7. Photograph No. 36. now vacant, once site of Globe Inn (House No. 4).
   Note: Non-historic sidewalk and fence, landscaping in foreground.
   Also British flag never flown on Bldg. 45 until 1970's.
1. Park Building No. 43 (Wager Lot No. 47)
   Historical Name: McCabe-Marion 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. 314. JUL 28 1980
1. Park Building Nos. 16, 15, and 12A (Wager Lots 15-16)

Historical Name: Frederick A. Rodd 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.

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 Randle

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.
Harpers Ferry National Historical Park

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. NHP-
- 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.
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

JUL 23 1980

MAY 7 1981
Harpers Ferry National Historical Park

1. Park Buildings No. 1A, 1B, and 1C
   - Historical Name: Harper House, Wager House, and the 2nd Marmion Tenant House

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 structures 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.
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, east elevations of Bldg. 1A, Harper House in center, and Bldg. 1 B, Wager House or Marmion Hall at right. The exteriors of 7. Photograph No. 66 - both 1A and 1B have been restored to their 1859-1865 appearance.

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.
1. Park Building No. 56 (Camp Hill, Storer College), Fillmore 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 NHF.

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

7. Photograph No. 39.
1. Park Building No. 59 (Storer College, Camp Hill) Filmore 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.
In Any Reproduction Credit
HARPERS FERRY NATIONAL HISTORICAL PARK

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 A. 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. 15
Harpers Ferry National Historical Park

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.
Harper Ferry National Historical Park

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. NMF-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
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.
Harpers Ferry, W. Va.

N & O Railroad: Remaining Piers of Ballman Truss bridge

IF REPRODUCED
CREDIT SHOULD BE GIVEN

Historic American Engineering Record
National Park Service
Department of the Interior

William Edmund Barrett, Photographer
1970

JB to check quality
Ftseinh - U.S. Marines Attacking Local Firhouse in Harpers Ferry, West Virginia! (Then Virginia) Where they trapped, Abolitionist John Brown.

Source: Library of Congress
School House Ridge Skirmish Site
Harpers Ferry NHP
Multiple Property Documentation
Jefferson Co., WVA
Edith B. Wallace
December 1998
HFNHP
Hagerstown
West and South elevations, main house
view NE

1/8
School House Ridge Skirmish Site
Harpers Ferry NHP
Multiple Property Documentation
Jefferson Co., WVA
Edith B. Wallace
December 1998
HFNHP + Assoc., Inc.
N elevation, main house, view SW
2/8
School House Ridge Skirmish Site
Harpers Ferry N.H.P
Multiple Property Documentation
Jefferson Co., W.V.A
Edith B. Wallace
December 1998
HF NHP
Hagerstown, M.D
Detail, NW corner main house
3/8
School House Ridge Skirmish Site
Harpers Ferry NHP
Multiple Property Documentation
Jefferson Co., WVA
Edith B. Wallace
December 1948
Paul HFNHP+ Assoc. Inc.
Hagerstown, MD
Main house interior, 1st story SW room
4/8
View SW
School House Ridge Skirmish Site
Harpers Ferry NHP
Multiple Property Documentation
Jefferson Co., WV
Edith B. Wallace
December 1998
HFNHP
Hagerstown, MD
main house interior, 1st story, NW room
view NW
5/8
School House Ridge Skirmish Site
Harpers Ferry NHP
Multiple Property Documentation
Jefferson Co., WVA
Edith B. Wallace
December 1998
Parke-HENHP Assoc., Inc.
Harpers Ferry, MD
main house, interior, stairs 2nd to 1st story
View N 6/8
School House Ridge Skirmish Site
Harpers Ferry NHP
Multiple Property Documentation
Jefferson Co. WVA
Edith B. Wallace
December 1998
HFNHP
Harpers House, garage, and equipment barn
view NW
7/8
School House Ridge Skirmish Site
Harpers Ferry NHP
Multiple Property Documentation
Jefferson Co., WVA
Edith B. Wallace
December 1998
HFNHP
Hagerstown, MD
warehouse, E and N elevations, view SW
8/8
Bollman Bridge Piers
Harpers Ferry NHP
Multiple Prop. Documentation
Washington Co., MD
Edith B. Wallace
November 1998
HF NHP
HFLA
V. pier, view NE
1/2
Bollman Bridge Piers
Harpers Ferry NHP
Multiple Prop. Documentation
Washington Co., MD
Edith B. Wallace
November 1998
NHP Associates, Inc.
Hagerstown, MD
iron truss debris in Potomac River, view SE
Niswanger Tract
Harpers Ferry N.H.P
Multiple Property Documentation
Jefferson Co. WV
Edwin B. Wallace
9/98
W.Va. W.C., HF NHP
Sherwood house and
grounds, E. WV
1/8
Harpers Ferry NHP
Multiple Property Documentation
Jefferson Co. WV
Paula S. Reed
11/99
Rt. 6, HFNHP
Sherwood House, N. Drew
2/8
Niswamer Tract
Harpers Ferry NHP
multiple property documentation
Jefferson Co., WV
Paula S. Reed
11/99
neg. we. HF NHP
Sherwood House, NE Urs-
3/8
Nisewarner Tract
Harpers Ferry NHP
multiple property documentation
Jefferson Co., WV
Paula S. Reed
11/99
neg. Co., HF NHP
Sherwood House, NE Or. 4/8
Niswanger Tract
Harpers Ferry NHP
multiple property documentation
Jefferson Co. WV
Paula S. Reel
11/99
neg. loc. HFNHP
Sherwood House
SE View
578
Nicewater Tract
Harpers Ferry NHP
multiple property documentation
Jefferson Co. WV
Paula S. Reed
11/99
neg. loc. HF NHP
Sherwood house S. Crew
6/8
Nice Warner Tract
Harpers Ferry NHP
multiple property documentation

Paula S. Reed
11/99

neg. loc. HFNHP
Sherwood house, SE view

7/8
New Warner Tract
Harper Ferry NHP
multiple property documentation
Jefferson Co., WV
Paula S. Reed
11/99

WV, WV, HFNHP
Sherwood house, detail, original siding
under porch

8/8
Lockwood House
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug 1999
Paula Reed & Assoc.
Hagerstown, MD
E and N elevations, view SW
1/19
Lockwood House
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed + Assoc.
Hagerstown, MD
N and W Elevations, view SE
2/19
Brackett House
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug., 1999
Paula Reed & Assoc.
Hagerstown, MD
E and N elevations, view SW

3/19
Permelia Eastman Cook Hall
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed & Assoc.
Hagerstown, MD
N and W elevations, view SE
5/19
Anthony Memorial Hall
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed & Assoc.
Hagerstown, MD
E elevations, view SW
8/19
Lewis W. Anthony Building
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed & Assoc.
Hagerstown, MD
E and N elevations, view SW
7/19
Bird-Bradey House
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed & Assoc.
Hagerstown, MD
N and W elevations, view SE
8/19
Bird-Bradey House
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed + Assoc.
Hagerstown, MD
garage, N and W elevations, view SE
9/19
Curtis Freewill Baptist Church
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed + Assoc.
Hagerstown, MD
Sand E elevations, view NW
10/19
Soldiers Gate and Alumni Fence
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed & Assoc.
Hagerstown, MD
Soldiers Gate, view S from Fillmore St.

11/19
Soldiers Gate and Alumni Fence
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed & Assoc.
Hagerstown, MD
Alumni Fence, view SE from Fillmore St.
12/19
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed + Assoc.
Hagerstown, MD
tennis court, view SE from McDowell St.
13/19
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV

Edith Wallace
Aug. 1999

Paula Reed + Assoc.
Hagerstown, MD

Lancaster St., view SW from corner of Fillmore St.

4/19
NPS Park Maintenance Facility
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed + Assoc
Hagerstown, MD
Elevation View NW
15/19
NPS Eastern Division Design Center
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed + Assoc.
Hagerstown, MD
N elevation view SE
10/19
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed + Assoc.
Hagerstown, MD
brick ranchers along access road
view SW
17/19
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed & Assoc.
Hagerstown, MD
neighborhood setting, Fillmore St., view SE

18/19
Storer College Historic District
Harpers Ferry NHP
Jefferson Co., WV
Edith Wallace
Aug. 1999
Paula Reed + Assoc.
Hagerstown, MD
neighborhood setting, Fillmore St., view SW
19/19
Taltersall Property
Harpers Ferry NHP
Multiple Prop. Documentation

Jefferson Co., WV

Edith B. Wallace

May 1999

HF NHP

house, S and W elevation, view NE

1/5
Talles Family Property
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV

Edith B. Wallace

May 1999
HFNHP Associates, Inc.
Hagerstown, MD

house, S elevation, view NE

2/5
Taltersall Property
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Edith B. Wallace
May 1999
HF NHP
Hagerstown, MD
house, N and W elevations, view SE
3/5
Tattersall Property
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Edith B. Wallace
May 1999
HFNHP
Hagerstown, MD
Pershing Park Assoc., Inc.
garage/shed complex, view NE
4/5
Tattersal Property
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Edith Wallace
May 1999
HPNHP
Assoc.
Hagerstown, MD

garage/shed complex, View N
5/5
Bradley Nash Farm
Harpers Ferry NHP
Multiple Property Documentation
Jefferson Co., WV
Dec. 1998
Edith B. Wallace
Reg. Dir., HFNHP
Main Avenue, N and E, elevations
View SW
119
Bradley Nash Farm
Harpers Ferry NHP
multiple property documentation
Jefferson Co., WV
Edwin B. Wallace
Dec. 1998
Neg. Loc. HF NHP
main house interior, basement stairs
W. view
2/9
Braden Nash Farm
Harper's Ferry NHP
multiple property documentation
Jefferson Co., WV
Edith B. Wallace
Dec. 1998
Neg. Wc. HF-NHP
main house, interior, 1st story, S. Room
E. View
3/9
Bradley Nash Farm
Harpers Ferry NHP
multiple property documentation
Jefferson Co. WV
Edith B. Wallace
Dec. 1993
neg. loc. HF-NHP
main house, 1st floor; interior, 1st story
W. room, N. view.
4/9
Bradley Nash Farm
Harpers Ferry NHP
multiple property documentation
Jefferson Co., WV
Ellen B. Wallace
Dec. 1998
Neg. No. HFNHP
milk house/apartment, W. elevation
E. View
579
Bradley Nash Farm
Harpers Ferry NHP
multiple property documentation
Jefferson Co., WV
Edith B. Wallace
Dec., 1998
neg. wc. HFNHP
Dairy barn, E. & N. elevations, tenant
house, N. elevation, SW view
6/9
Bradley Nash Farm
Harpers Ferry NHP
Multiple property documentation
Jefferson Co., WV
Edith Wallace
Dec. 1998
NPS, WV, HFNHP
Dairy barn interior SE view
7/9
Bradley Nash Farm
Harpers Ferry NHP
multiple property documentation
Jefferson Co., WV
Edith Wallace
Dec. 1998
neg. loc: HFNHP
Springhouse/chapel
N. Elev., S. View
8/9
Bradley Nash Farm
Harpers Ferry NHP
multiple property documentation
Jefferson Co. WV
Edward B. Wallace
Dec. 1998
reg. W. HFNHP
view of MD Hegerty from Nash Farm
919
NE
W
Grand View School
Harpers Ferry NHP
Multiple Property Documentation
Jefferson Co., WVA
Edith B. Wallace
December 1998
HF NHP Assoc., Inc.
Hagerstown, MD
S elevation, view NW
1/2
Grand View School
Harpers Ferry NHP
Multiple Property Documentation
Jefferson Co., WVA
Edith B. Wallace
December 1998
Park HFNHP Assoc., Inc.
Hagerstown, MD

interior S.E. classroom, view south
2/2
Shipley School
Harpers Ferry NHP
Multiple Prop Documentation
Jefferson Co., WV
Edith Wallace
Dec. 1998
HF NHP
view SW, N elevation
1/4
Shipley School
HFN HP
Multiple Prop. Documentation
Jefferson Co., WV
Edith Wallace
Dec. 1998
HFN HP
School, 1st floor interior, view E
2/4
Shipley School
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Edith Wallace
Dec. 1998
HFNHP
School, basement, interior, stairs view south
3/4
Shipley School
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Edith Wallace
Dec. 1998
HF NHP
School, 1st floor interior, view SW
4/41
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Edith Wallace
Sept. 1998
HF NHP
SW elevation, view NE
1/12
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Edith Wallace
Sept. 1998
HF NHP
SE elevation, view NW
2/12
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Edith Wallace
Sept. 1998
HF NHP
SE elevation, cornice detail
3/12
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Edith Wallace
Sept. 1998
HFNHP
SW elevation, water flumes, view NE
4/12
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop Documentary
Jefferson Co., WV
Edith Wallace
Sept. 1998
HF NHP
Power canal water control gate, view NW
5/12
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Paula Reed
Nov. 1999
HF NHP
NE elevation, view SW
6/12
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV

Paula Reed
Nov. 1999
HFNHP
NE elevation, view W

7/12
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co, WV
Paula Reed
Nov. 1999
HFNHP

interior station + generator panels
view SE
8/12
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Paula Reed
Nov 1999
HF NHP
interior, 600 KW GE Generator and
Woodward Water Wheel Governor (foreground)
view SE
9/12
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Paula Reed
Nov. 1999
HFNHP
Interior, roof truss
10/12
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Paula Reed
Nov. 1999
HFNHP
interior, 600 kW GE Generator, view SW
11/12
Hydroelectric Power Plant
Harpers Ferry NHP
Multiple Prop. Documentation
Jefferson Co., WV
Paula Reed
Nov. 1999
HF NHP
interior, 600 kW GE Generator View NW

12/12
Maryland Height, Spur Battery
Harpers Ferry NHP
Washington Co., MD
Paula Reed
Dec. 1998

Neg. loc. HF NHP
Charcoal Hearth, #22, View SE

1/22
22
Maryland Heights, Spur Battery
Harpers Ferry NHP
Washington Co., MD
Paula Reed
Dec 1998

Nec loc. HFNHP
Charcoal Hearth # 22, View E

2/22
Maryland Heights, Spur Battery
Harpers Ferry NHP
Washington Co., MD
Paula Reed
Dec 1998
Neg loc. HF NHP
Charcoal Hearth #24 View NW
3/22
Maryland Heights, Spur Battery
Harpers Ferry NHP
Washington Co., MD

Paula Reed

Dec 1998

NegLoc. HFNHP

Stonewall perimeter, Spur Battery
View N

4/23
Maryland Heights, Spur Battery
Harpers Ferry NHP
Washington Co., MD
Paula Reed
Dec 1998
Neg #706. HFNHP
Stonewall perimeter, Spur Battery
view N
5/22
Maryland Heights, Spur Battery
Harpers Ferry NHP
Washington Co., MD
Paula Reed
Dec 1998
Nev. Loc. HFN HNP

Powder magazine, Spur Battery
View w
22/10
Maryland Hts, Spur Battery
Harpers Ferry NHP
Washington Co, MD
Paula Reed
Dec. 1998
Reg. Loc. HIPNHP
powder magazine, Spur Battery
view E
7/22
Maryland Hts, Spur Battery
Harpers Ferry, NHP
Washington Co, MD

Paula Reed
Dec 1998

Neg loc. HFN HP
Stone platforms, Spur Battery
View N
8/22
Maryland Hts, Spur Battery
Harpers Ferry, NHP
Washington Co. MD
Paula Reed
Dec. 1998
Neg loc. HF NHP
Stone platforms, Spur Battery
View N
9/22
Maryland Hts. Spur Battery
Harpers Ferry NHP
Washington Co., MD
Paula Reed
Dec. 1998
Nap loc. HFNHP
Stone platforms, Spur Battery
View W
10/22
Maryland Hts, Spur Battery
Harpers Ferry NHP
Washington Co., MD
Paula Reed
Dec 1998
Neg loc. HFNHP
Hot site, Campground Area #10
View N
11/22
Maryland Hts, Spur Battery
Harpers Ferry NHP
Washington Co, MD
Paula Reed
Dec, 1998
Neglec. HF NHP
Hut Site Campground Area #10
View S
12/22
Maryland Hts, Spur Battery
Harpers Ferry NHP
Washington Co, MD

Paula Reed
Dec 1998

Negloc. HF NHP

earthworks, Campground Area #10

View W

13/22
Maryland Hts, Spur Battery
Harpers Ferry NHP
Washington Co., MD
Paula Reed
Dec., 1998
Neg loc. HF NHP
earthworks, Campground Area #10
View E
14/22
Maryland Hts, Spur Battery
Harpers Ferry NHP
Washington Co. MD
Paula Reed
12/98
Neg. # 1, HFNHP
Charcoal Road "Road J," near N
15/22
Maryland Hts. Spur Battery
Harpers Ferry NHP
Washington Co., MD

Pamela Reed

Dec. 1998

Neg. Loc. HFNHP

Chesapeake Road, "Road J", View S

1/22
Maryland Hts Spar Battery
Harper's Ferry NHP
Paul Reed
Dec. 1993

Reg. Loc. HFNHP

Naval Battery, View S.

17/22
Naval Battery

Positioned 200 feet above the Potomac River, the Naval Battery was the first Union fortification on Maryland Heights. hastily built in May 1862, its naval guns were rushed here from the Washington, D.C., Navy Yard. Along with a detachment of 300 sailors and marines, the battery was equipped to protect Harpers Ferry. From Confederate attack during Stonewall Jackson's famous Valley Campaign in the spring of 1862.

Realized that spring, Jackson returned to Harpers Ferry in mid-September 1862, during the Confederacy's first invasion of the North.

Jackson's three-day siege included an infantry battle on the crest of Maryland Heights on September 15, in which the Confederates advanced south along the ridgeline. The Naval Battery guns were turned uptilt to pound the crest, but orders to retreat forced the Federals to abandon the mountain and this battery.

On September 22, one week after the Union surrender at Harpers Ferry, U.S. Forces returned to Maryland Heights to build fortifications at better locations on the crest and slope of the Heights. The Naval Battery lost its defensive importance and eventually became an ordnance depot.

Battery Improvements

Federal troops periodically improved this fortification—the oldest on Maryland Heights.

Heavy Artillery

The Naval Battery's coastal ordnance included a gun in a four-faced, 36-inch, 36-ton, high circular battery.

<table>
<thead>
<tr>
<th>Gun Type</th>
<th>Caliber</th>
<th>Weight</th>
<th>Rate of Fire</th>
</tr>
</thead>
<tbody>
<tr>
<td>36-inch</td>
<td>36 lbs.</td>
<td>500 lbs.</td>
<td>12 rds/min</td>
</tr>
</tbody>
</table>

By July 1862, a three-foot earthwork protected the guns in anticipation of another Confederate invasion. Remains of this earthwork are visible today.
Maryland Heights - Spur Battery
Harpers Ferry NHP

Paula Reed
Dec. 1998
neg loc. HPNHP

interpretive sign, Native Battery
View S

18/22
Maryland Hts., Spur Battery
Harpers Ferry, NHP
Washington Co. MD
Paula S. Reed
Dec. 1998
neg. loc. HFNHP

Naval Battery, near S.
19/22
Maryland Heights, Spur Battery
Harpers Ferry NHP
Washington Co. MD
Paula Reed
Dec. 1998
reg. loc. HFNHP
powder magazine, Naval Battery
view E
20/22
Maryland Heights - Spur Battery
Harpers Ferry NHP
Washington Co. MD

Dec. 1998

neg. WC. HFNHP

parker magazine, Naval Battery

21/22
Maryland Heights - Spur Battery
Harpers Ferry NHP
Washington Co., MD
Paula Reed
Dec. 1998
Neg. no. HFNHP
earthworks, Naval Battery, Urew 8W.
22/22