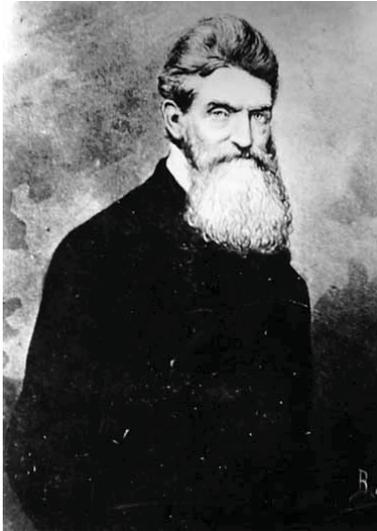




Education Materials Packet



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Historical Significance of Harpers Ferry

The striking scenery and the desire to stand in the place where history occurred have drawn thousands of visitors to a wedge of land between the Potomac and Shenandoah Rivers. To preserve and protect the history and the scenic beauty of Harpers Ferry, Congress established Harpers Ferry National Historical Park. The history of the country, its early exploration and settlement, its economic growth through industry and technological advancement, and its struggle with slavery and Civil War are all reflected in the history of Harpers Ferry.

Industry

Early Settlement

In 1747, Robert Harper, an English millwright en route from Philadelphia to the Shenandoah Valley, crossed the Potomac River on a ferry at a place called “The Hole.” Recognizing the commercial and industrial potential of the area, Harper soon bought the ferry from its operator, and in 1751 purchased 125 acres at the confluence of the Potomac and Shenandoah Rivers from land baron Lord Fairfax. Harper not only operated the ferry, but also erected a water powered gristmill on the Shenandoah River.

The Armory

The potential waterpower of the two rivers impressed George Washington who was long familiar with Harpers Ferry. In 1785, while President, he selected Harpers Ferry as the site for a musket factory, or armory. Firmly convinced that the Potomac River Valley would emerge as a major industrial and transportation center, Washington hoped the development of a United States Armory at Harpers Ferry would, in turn, help the nation’s new capital develop. He ordered the purchase of the necessary land, and when the project lagged, Washington spurred on the War Department.



1857 lithograph of Virginus Island and the U.S. Rifle Factory (far right). The cotton factory (left) and Herr’s Mill (center) were the two largest establishments on the island. Of some three dozen buildings that once stood here, none remain today. Year: 1857. Image Credit: Historic Photo Collection, Harpers Ferry NHP.

In 1796, the federal government purchased about 118 acres of land from John Wager, Sr., whose wife had inherited the property from Robert Harper. Construction of the factory, dam, and waterpower canal on the Potomac began in 1798. Workshops, a barracks for armory workers, and a large brick building for storing the finished arms (the arsenal) were then erected. Substantial production of weapons began in 1802. The armory grew in the ensuing decades. By 1821, there were 20 workshops, 2 arsenal buildings, 86 dwellings for the employees, and 271 workers. From 1801 through 1860, the armory at Harpers Ferry manufactured more than 600,000 firearms for the armed forces of the United States. These included flintlock muskets and rifles, percussion muskets and rifles, and pistols. The armory was the major industry of Harpers Ferry. In 1860, about one half of all white men in Harpers Ferry were employed by the armory.

Private industry also flourished at Harpers Ferry. Virginus Island, located a short distance upriver on the Shenandoah, became an industrial site. In 1806, a natural channel was engineered into a canal to circumvent the

rapids in the Shenandoah. This canal was modified into a network of channels and millraces in 1823-24 to furnish waterpower for mills. By 1859, industries on the island included an iron foundry, a machine shop, a cotton mill, a flourmill, a sawmill, and a carriage manufacturing shop – all powered by water. In total there were 39 buildings; residences as well as factories were on the 11 acre land. The work force on Virginus Island ranged from 20 to 60 men and women.

The town grew as private and government industries expanded. The population of Harpers Ferry nearly doubled from 715 in 1810 to 1,377 in 1820. The population of the combined Harpers Ferry (including Virginus Island) and Bolivar peaked at 4,368 in 1850. Harpers Ferry incorporated as a town in 1851.

Interchangeable Parts and Production of Arms

The Hall’s Rifle Works, a division of the U.S. Armory at Harpers Ferry, was the first factory

Industry (continued)

to produce interchangeable parts that could be assembled into a finished weapon. This major change in production methods eventually altered manufacturing throughout the world. Before this, skilled artisans made arms from unique parts that only fit an individual weapon. This was a time-consuming method and weapons were difficult to repair.

John H. Hall patented a breech-loading, interchangeable, flintlock rifle, and succeeded in selling this weapon to the federal government. He was awarded a contract in 1819 to manufacture 1,000 rifles at the U.S. Armory in Harpers Ferry.

Hall arrived in Harpers Ferry a few months later, and was assigned federal land on what became known as Lower Hall Island, just upriver from Virginus Island. Here he developed the water-powered, precision machinery to produce his rifle. The first thousand rifles were completed in 1825 and the second thousand in 1827.

Before the construction of Hall's Rifle Works, several people had attempted to manufacture interchangeable parts. Eli Whitney and Simeon North both designed machines for this purpose, but their machines were imprecise. The parts they produced were not identical and the weapons had to be largely made by hand. While Whitney was the first person in the United States to experiment with the system of interchangeable parts, John Hall was the first to translate these theories into reality.

Hall's production techniques spread to other places and other industries. These methods were adopted at the Musket Factory of the U.S. Armory at Harpers Ferry and at the U.S. Armory at Springfield, Massachusetts. The advances in technology spread to other countries as well. In the mid-1850's, the British government decided to modernize its arms production, and sent a special commission to the United States. After carefully studying public and private armories, the British government hired the Master Armorer at Harpers Ferry to establish and superintend the Enfield Armory in England, using American techniques and machinery to produce weapons.

Both branches of the Harpers Ferry Armory, the musket factory and the rifle works, were destroyed during the Civil War. After the war, the federal government decided not to rebuild the armory. There were attempts to rekindle private industry, notably on Virginus Island. Floods, especially one in 1870, curtailed industrial growth. Furthermore, as the century advanced, water power became less important as steam ran more and more machinery. The liabilities of situating a factory in a flood prone river valley began to outweigh the advantages, and industries moved elsewhere.

Harpers Ferry Becomes a Transportation Center

Because of its location at a gap in the Blue Ridge Mountains, where the Potomac and Shenandoah Rivers converge, Harpers Ferry became an important link in the national transportation system. The Chesapeake and Ohio Canal, threading its way along the Potomac westward from Washington, reached Harpers Ferry in 1833. The canal extended to Cumberland, Maryland, by 1850.

Meanwhile, the railroad, which soon proved a faster and more effective mode of transportation, began laying its network of track. The Baltimore and Ohio Railroad reached the Maryland shore opposite Harpers Ferry in 1834 and a bridge spanned the Potomac River by 1837. The Baltimore and Ohio Railroad extended to Cumberland by 1842 and reached the Ohio River by 1852. A second railroad, the Winchester and Potomac, opened its line from Winchester, Virginia to Harpers Ferry in 1836.

With the canal, railroad, and bridge across the Potomac River, Harpers Ferry became a transportation hub, connecting the interior sections of the country with the East Coast. Goods and people passed through Harpers Ferry. Later, during the Civil War, armies would contest for this strategic site.



1876 photograph of Lock 33 on the Chesapeake and Ohio Canal just across the Potomac River from Harpers Ferry.

Year: 1876.

Image Credit: Historic Photo Collection, Harpers Ferry NHP.



Camel Back railroad engine on the Baltimore and Ohio Railroad, from a photographers' excursion train in 1858.

Year: 1858.

Image Credit: Historic Photo Collection, Harpers Ferry NHP.

John Brown's Raid

John Brown's attack upon Harpers Ferry in October 1859 suddenly focused the nation's attention on the town. Born in Connecticut and raised in Ohio, the 59-year-old Brown had been an abolitionist for most of his life. In 1855, he became a champion of the anti-slavery cause during the bloody strife in Kansas concerning the establishment of slavery in that territory. Of stern religious convictions and ardent to the point of fanaticism, John Brown conceived a plan to liberate slaves by starting a revolution, arming the slaves, and establishing a free-black fortress in the mountains. Brown chose to begin his insurrection at Harpers Ferry because of the weapons stored in the U.S. Arsenal and because of its location. At Harpers Ferry, Brown would have access to slaves in the South, the mountains of Virginia as a stronghold, and the free state of Pennsylvania for escape routes north.

Brown and three of his sons arrived in the Harpers Ferry area in July 1859. They established a base at the Kennedy Farm in Maryland, some five miles north of town. There, during the summer, Brown gathered supplies, guns, and men willing to fight for the abolition of slavery.

On Sunday night, October 16, 1859, John Brown set forth with eighteen men and a wagonload of supplies, leaving three men to guard the Kennedy Farm. At 10:30 p.m., the party seized the bridge watchman over the Potomac River. They then captured the arsenal and took the watchman hostage. Brown ordered the telegraph wires cut and dispatched parties to bring in slaves and hostages. An eastbound train arrived after midnight, but the engineer, fearing a trap, refused to cross the bridge until daylight. Brown, for some unexplained reason, permitted the train to



Portrait of John Brown, from the Bowman Gallery, Ottawa, Illinois. Year: 1859. Image Credit: Historic Photo Collection, Harpers Ferry NHP.

proceed. The engineer telegraphed an alarm when he reached the next station.

In the meantime, shooting began between Brown's men and some of the townspeople. Militia arrived from Charles Town, Virginia, and by noon, had secured the bridge across the Potomac, cutting off Brown's retreat. During the day, several people on both sides were killed and wounded. By nightfall of the 17th, the survivors of Brown's party, their hostages, and slaves, had taken refuge in the armory's fire engine house. Only five of the raiders remained unwounded. Two of Brown's sons, Oliver and Watson, were mortally wounded; one died during the night, the other a few hours later.

As Brown's sons lay dying, Lieutenant Colonel Robert E. Lee and Lieutenant J.E.B. Stuart, with 90 U.S. Marines, arrived

from Washington. The next morning, October 18th, a party of marines thrust their way through, bayoneting two men and capturing the others. John Brown was severely cut about the head. Of Brown's men, ten had been killed, five had been captured, seven had escaped. On the other hand, four townspeople and one marine had been killed. In addition, three slaves Brown's men had "liberated" were killed.

Amid great national attention, John Brown was brought to trial at the nearby County seat in Charles Town, Virginia. He was tried for treason against the Commonwealth of Virginia, for inciting slaves to rebel, and for murder. Refusing to permit a plea of insanity, Brown was convicted and sentenced to die. With eloquent statements, 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 "not wrong but right."

Brown was hanged at Charles Town on December 2, 1859. The other captured raiders were later tried, convicted, and hanged.

Passions were aroused by John Brown's death. The anti-slavery partisans in the North acclaimed Brown as a martyr, while the South saw him as a devil. It became increasingly difficult for moderates in both the North and South to establish compromises and maintain the Union. Before many months passed, armed men would be marching to the tune of "John Brown's Body," and Harpers Ferry would become a no-man's land between two warring nations.

Harpers Ferry in the Civil War

The First Year

When the war began in April 1861, Harpers Ferry immediately became a point of contention because of its armory and arsenal. On April 18, less than 24 hours after Virginia seceded from the Union, Southern troops were already approaching the town. With only 42 U.S. soldiers to defend Harpers Ferry, Lieutenant Roger Jones decided to destroy what he could not protect, and ordered his soldiers to set

fire to the arsenal and armory buildings. He and his men then retreated northward. The fire destroyed the arsenal and nearly 15,000 arms. The townspeople, however, doused the fire in the armory buildings, which sustained little damage.

Southern troops occupied Harpers Ferry from April 18 until June 15, 1861. During this period, the Confederates seized all U.S. Armory property. Tools, machines, belts and shafts were all stripped from the

armory and taken south to Richmond, Virginia and Fayetteville, North Carolina to produce arms for the Confederacy. Armory employees were driven from their quarters to provide housing for soldiers. Townspeople suspected as Union sympathizers were jailed without trial, their property confiscated, and their homes used as barracks. Confederate soldiers occupied even churches.

One June 14, 1861, the Confederates blew

The First Year (continued)

up the Baltimore and Ohio Railroad Bridge, set fire to the armory buildings, and retreated south. They returned briefly on June 28th and burned the wooden bridge across the Shenandoah River and the U.S. Rifle Factory on Lower Hall Island. They returned in October 1861, after Union troops removed a large store of wheat from Herr's Mill on Virginius Island. This time the Confederates burned the mill, thus completing the destruction of all public and private industry in Harpers Ferry.

Union troops also participated in the destruction of Harpers Ferry. In February 1862, a Southern sniper firing from a building in town killed a Union soldier on the Maryland side of the Potomac. In retaliation, Union forces burned the entire "Point", which was comprised of hotels and stores near the railroad bridge.

Despite its nearly complete destruction, Harpers Ferry was too important to leave unoccupied. The Baltimore and Ohio Railroad, the Chesapeake and Ohio Canal, and the road between Frederick, Maryland and the Shenandoah Valley all funneled through Harpers Ferry. Whoever controlled Harpers Ferry controlled communication lines between Washington and points west. For this reason, the Union army occupied Harpers Ferry in February 1862.

Surrender of Harpers Ferry, September 1862

September 1862, brought the first Confederate invasion of the North. Reaching Frederick, Maryland, General Lee decided to remove the threat to his rear presented by the strong Union garrison at Harpers Ferry. He divided his army, sending half of it against Harpers Ferry while the remainder pressed on toward Boonsboro, MD. It was a daring plan, its success depending on the Confederates' ability to capture Harpers Ferry quickly and then reunite in time to face Major General George B. McClellan's Union army.

Lee sent three columns to Harpers Ferry, ordering each column to capture one of the three heights encircling the town, thereby confining the Union army in the hole. Major General Thomas J. (Stonewall) Jackson, approaching from the west, occupied School House Ridge. Major General Lafayette McLaws invaded Mary-

land Heights from the north, and Major General John G. Walker seized Loudoun Heights from the south. Thus, on September 14, Colonel Dixon S. Miles, commander of the Harpers Ferry garrison of 14,238 men, found himself surrounded by 23,000 Confederates.

To ensure the speedy surrender of Harpers Ferry, Jackson ordered Major General A.P. Hill to move his three thousand men from School House Ridge and flank the Federal forces left on Bolivar Heights. During the night of the 14th, Confederates quickly snaked up the ravines to the Chambers Farm. Here in the darkness, Hill deployed his men and artillery. The fate of Harpers Ferry was sealed.

Miles and his men, positioned on Camp Hill and Bolivar Heights, were bombarded by Confederate artillery fire on the 14th and 15th. Union casualties were light, but the Federal artillery ran out of ammunition, and Miles surrendered his garrison on the morning of the 15th. Cannon shot mortally wounded Miles at the very end of the action.

In all, 12,500 officers and men were taken prisoner, the largest capture of U.S. troops during the Civil War.

Stonewall Jackson's capture on Harpers Ferry allowed Lee to confront the Union forces at Sharpsburg, Maryland, in what became known as the Battle of Antietam, the single bloodiest day of the war. Immediately after the surrender, Jackson hurried off toward Sharpsburg to reinforce Lee, leaving Major General A.P. Hill to arrange the parole of the Union prisoners. After handling this assignment, Hill also pushed on to Sharpsburg, arriving in time to save Lee's army from threatened disaster on September 17th.

The Later War Years, 1863-1865

Less than a week after the massive surrender, Union troops reoccupied Harpers Ferry. Determined such surrender would not be repeated, Federal forces began constructing defensive works. During October 1862, three army corps, totaling nearly 60,000 men, camped in the Harpers Ferry vicinity. Working into the winter, these soldiers cleared cut trees from the crest of Loudoun Heights and Maryland Heights and erected a series of fortified works, including batteries, rifle pits, and the stone fort, on Maryland Heights.

The last year of the war saw three related developments take place at Harpers Ferry: the completion of all fortifications, the successful defense of Maryland Heights, and the establishment of General Sheridan's base of operation for his Shenandoah Valley Campaign.

The Confederates held Harpers Ferry briefly for the last time during the course of Lieutenant General Jubal A. Early's raid against Washington in the summer of 1864. On July 4, as Early approached Harpers Ferry, the Union commander, Brigadier General Max Weber, concentrated his troops on Maryland Heights. Early arrived in Harpers Ferry on July 5, but found it impossible to cross the Potomac River because the Union army had burned the railroad and pontoon bridges, and stood guard on Maryland Heights. Additional Union troops strengthened Weber's position.

Meeting determined resistance from Maryland Heights, Early pulled back, burned supplies left in town, crossed the Potomac River near Sharpsburg, and continued his march on Washington. Early devoted four days to his unsuccessful attempt to cross at Harpers Ferry and take Maryland Heights. On July 8, Union troops reoccupied Harpers Ferry.

From August 1864, to February 1865, Harpers Ferry served as the main base of operations for Major General Philip S. Sheridan's army, which destroyed Early's army and conquered the Shenandoah Valley.

During this period, the brick and stone-walls of the burned Musket Factory, Arsenal, and Rifle factory buildings were re-roofed to serve as warehouses for munitions and supplies needed to support Sheridan's advance. His wagon trains, numbering up to 1,000 wagons per train, were within the defensive lines on Bolivar Heights heading south. In November 1864, the U.S. Military Railroad Corps rebuilt the destroyed Winchester and Potomac Railroad from Harpers Ferry south 28 miles. This railroad carried thousands of troops and tons of supplies to support Sheridan.

When the Civil War finally ended and the military, which had dominated life in the town, finally departed, Harpers Ferry was nearly a ghost town, with its industries and dwellings destroyed. Some residents returned to rebuild, but many never came back.

Black History and Storer College

As the war ended, northern missionaries arrived in the war-damaged town determined to help newly liberated slaves adjust to life as free men and women. They came to offer advice, spiritual guidance, and education.

One of the multitudes of privileges that had been denied slaves was education. Commonly it was illegal in the slave-holding South to teach a black how to read and write. In Harpers Ferry, as in other parts of the South, northern missionaries, aided by the federal government, worked to rectify this long-standing inequity. The Freewill Baptists, a Protestant denomination from New England, sent Reverend Nathan Brackett to the Shenandoah Valley, and in 1865, he came to Harpers Ferry to establish a Freewill Baptist missionary school. Working with the Freedmen's Bureau, a federal agency that provided for former slaves, Brackett began the school in the Lockwood House.

The Lockwood House, along with three other brick mansions on Camp Hill, had been built in the 1840's by the federal government as housing for armory supervisors. Used by the military during the war, they were dilapidated and damaged. Nonetheless, the location was ideal for a college: inspirational scenery, stirring history, and railroads providing direct access for teachers and supplies north.

The Freewill Baptists received financial support from John Storer, an elderly and successful Maine businessman. Storer wished to promote the establishment of a college, open to all races and both sexes, in the South. He promised \$10,000 if the church could secure a matching amount within a year. These funds were obtained from the Freedmen's Bureau and private sources.

The sacrifices and efforts exerted by the trustees and Nathan Brackett to secure matching funds proved only the beginning of the struggle to establish the college. The West Virginia legislature was divided on whether to issue a state charter. Likewise, Congress, bitter and unsettled by Reconstruction, was reluctant to transfer ownership of Camp Hill property to the college. Persistent striving by Storer College proponents ultimately obtained both the charter (1868) and the property (1869).

Perhaps a greater problem was that financial and legal obstacles were the strident opposition of local citizens who did not want a school for blacks in their community. Northern women who came to Storer College as teachers were treated as outcasts and pariahs. Brackett wrote that volunteer teachers of the 1865 through 1868 period were of the "Heroic mold", able to withstand the contemptuous glances and insulting remarks on the street. Both teachers and students were physically threatened.

Nevertheless, under the patient and sure leadership of Nathan Brackett, the school continued growing from a missionary school to a normal school, educating men and women to be teachers. Storer College was the only place in western Maryland and Virginia, southern Ohio and Pennsylvania, and West Virginia where blacks could obtain an education above the primary level. In addition to the teaching program, Storer offered a four-year high school and courses in industrial arts and home economics. The teachers imparted moral and religious training, stressing thrift and self-reliance. A remarkable event that serves as a measure of Storer's eventual acceptance by the community, and the healing of former conflicts, is the 1881 dedication of Anthony Hall.

Frederick Douglas, famous orator and

journalist, and a trustee of the college, delivered an address praising John Brown. His speech was applauded in a town where only 22 years before he would have been arrested for expressing such sentiments.

Another notable occurrence that tied Storer College to the efforts to improve conditions for blacks was the second conference of the Niagara movement in 1906. This meeting included a pilgrimage to John Brown's Fort led by W.E.B. Dubois. Several of the participants went on to found the National Association for the Advancement of Colored People (NAACP).

Ironically, the success of organizations like the NAACP contributed to Storer College's decline. With the 1954 Supreme Court decision of *Brown v. Board of Education of Topeka, Kansas*, declaring separate is not equal all schools became integrated. After nearly 90 years of striving to improve people's lives through education, Storer College closed in 1955.

Storer shows a different aspect to the other major events which occurred in Harpers Ferry. The armory, John Brown's Raid, and the Civil War all presupposed that violence was necessary to resolve conflicts. Storer was an institution dedicated to the belief that society's problems can be overcome by goodwill and education.



Students and faculty pose at the entrance to the Storer College campus on Camp Hill. The photo probably dates from the early 1900s. Year: 1900. Image Credit: Historic Photo Collection, Harpers Ferry NHP.

Conclusion

The landscape of Harpers Ferry shaped its history. The water gap, carved out by the rivers, provided a travel route for American Indians, explorers and settlers, and later the canals and railroads. The Potomac and Shenandoah rivers produced power for local mills and factories. Surrounding hills yielded building stone, hardwood for charcoal, limestone and iron ore for a growing community. This development and the strategic terrain lured John Brown and helped bring about the devastation of the Civil War. After the War, freed slaves were given the opportunity for education when Storer College opened in abandoned armory buildings. These themes – industry, transportation, John Brown, the Civil War, and African American History– can still be explored at Harpers Ferry National Historical Park.



Aerial view of Harpers Ferry and the confluence of the Shenandoah (left) and Potomac rivers in 1932. The new Baltimore and Ohio Railroad mainline bridge, the third bridge upstream on the Potomac River, had just recently been completed.

Year: 1932.

Image Credit: Historic Photo Collection, Harpers Ferry NHP.

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United States Armory and Hall's Rifle Factory

April 1794	President George Washington sponsors bill in Congress for “the erecting and repairing of Arsenals and Magazines.” Funds of \$81,865 are designated for four Armories. Springfield, Massachusetts is decided upon as one site.
1794-1797	Tobias Lear and George Gilpin acquire land at Harpers Ferry for construction of armory at President Washington’s request.
1798	Hostilities with France hasten action on construction of a United States Musket Factory at Harpers Ferry. Former President George Washington assumes command of the Army and pushes for construction to begin at Harpers Ferry.
August 1798	John Mackey is appointed paymaster and storekeeper, and Joseph Perkins is appointed as superintendent at Harpers Ferry Armory.
February 1799	First strike at Armory created by poor quality of food and rations.
May 1799	Construction of Government Dam and Water Works on the Potomac begun by Joseph Brindley, an English engineer. Government Canal construction begun by Joseph Mackey.
December 1799	Smith Shop building (26’x80’); The Factory (26’x120’); and the Arsenal (27’x120’) completed by John Mackey in the Armory Yard.
April 1800	Samuel Annin appointed Paymaster in John Mackey’s place.
May 1801	Canal and Water Works completed allowing production to begin in the Armory Works. Federal Troops stationed here under General Charles Pinckney used to assist in the construction of the Canal.
May 1803	Joseph Perkins receives directions from the Secretary of War to begin design and production of the Model 1803 “short” rifle.
November 1805	Joseph Perkins receives orders to create a .69 caliber horseman’s pistol to be known as the Model 1806.
December 1, 1806	Joseph Perkins dies of malaria at Harpers Ferry. Eli Whitney is offered the post of superintendent and refuses it.
March 25, 1807	James Stubblefield assumes Superintendent’s position at a salary of \$1050 per annum plus rations.
May 15, 1815	Samuel Annin resigns due to declining health.
December 9, 1815	Armistead Beckham, brother-in-law to James Stubblefield, is appointed the new master armorer.
February 1817	Sylvester Nash’s (water powered) barrel turning lathe is installed at Harpers Ferry Armory. After completing alterations, Nash receives his letters of patent April 11, 1818.
1819	Secretary of War, John C. Calhoun, appoints John H. Hall from Portland, Maine as director of the Rifle Works to implement manufacturing of his breechloading .54 caliber machine made rifles.
December 1824	John Hall has completed his first 1,000 interchangeable weapons made by machine instead of by skilled craftsmen.

November 1826 – May 1827	Ordnance Department orders Roswell Lee, Springfield Armory Superintendent, to temporarily trade places with Harpers Ferry’s superintendent, James Stubblefield. Reasons for this order are twofold: one to implement modernizations that Stubblefield refuses and two to lessen Stubblefield’s hold in Harpers Ferry. (Stubblefield and his family of Beckham, Stephenson, and Wager - known as the Junto - control most of the property, money, and business in Harpers Ferry). Stubblefield remains in Virginia, refusing to go to Massachusetts.
May 1829	Roswell Lee again superintends the Harpers Ferry Armory while James Stubblefield is investigated by the War Department for a second time on the charges of misappropriation of funds. (The first occurring in April of 1827). Although found not guilty, due to confusing and misleading records, he resigns on June 1.
August 1829	Thomas Dunn, manager of the Antietam Iron Works, is appointed as superintendent. Dunn implements thorough inspections, as well as strict discipline focusing on labor discipline. Alcoholic beverages, gambling, loitering, and other such practices are prohibited by Dunn. During this early tenure, Ebenezer Cox is fired from the armory as part of Dunn’s cleaning out unproductive employees.
January 1830	Thomas Dunn is murdered on the 29th when Ebenezer Cox shoots him at point-blank range. Cox is tried by a jury and sentenced to hang. He indicts eight other workmen as conspirators in the act. One conspirator is be tried and released while the other seven are never tried. From this point on, unsatisfied workers will threaten their future superintendents with Dunn’s fate.
February 1830	Secretary of War appoints George Rust, Jr., as superintendent. Benjamin Moor is appointed master armorer.
1830	Simeon North of Middletown, Connecticut, attempts to manufacture Hall’s patent breechloading rifles. By 1834, Hall approves the inspection of North’s manufacturing and finds the parts are equally interchangeable. For the first time in history items made in two different places will interchange parts. This is the basis of the “American System” as pioneered by John H. Hall.
March 1837	George Rust retires as superintendent. President Van Buren appoints Edward Lucas, Jr. as the new superintendent in April.
1838	Dr. Daniel Bedinger, paymaster of Harpers Ferry dies. Superintendent Lucas appoints Richard Parker to the position based on his political party.
1840	John Hall takes an extended leave to Missouri with his wife to visit his son and to recuperate from a chronic illness.
January 1841	Special commission led by armory and arsenal inspector, Colonel George Talcott, convenes in Harpers Ferry to review the actions of the last few superintendents. The commission and War Department both agree to place the armories under the provisional supervision of Ordnance officers instead of the continued supervision of civilians.
February 1841	John Hall dies in Huntsville, Missouri on the 26th. Model 1841 .54 caliber Muzzleloading Percussion Rifle is designed for interchangeable manufacture in Hall’s Works. This is known as the “Mississippi” or “Harpers Ferry” Rifle and will be used in the Mexican-American War and the Civil War. (It was not issued until 1846).
April 15 1841	Edward Lucas loses his position as superintendent and Major Henry K. Craig receives orders to report to Harpers Ferry. Craig is the first of the military supervisors at Harpers Ferry.
1841	Craig implements strict rules governing behavior and work ethics. He also introduces a work clock and forces the employees to a 10 hour workday. (The standard workday of that time was a 12 hour shift, however the craftsmen felt their hours should not be governed. They wanted to continue as before when they were free to come and go at all hours, drink alcohol, gamble, debate politics, and carry on their personal business while at the armory and arsenal).
March 21, 1842	In the “Clock strike,” workers walk off the job in protest to Craig’s new rules, they lodge a complaint with President Tyler saying they felt degraded and only “mere machines of labor.”

- November 1844 Major Craig leaves the armory and Major John Symington takes over the position of superintendent. Symington begins to renovate the armory and arsenal buildings. Twenty-five structures will be constructed during the next ten years.
- 1849 James Burton becomes master armorer upon the retirement of Benjamin Moor.
- 1851 Major John Symington is replaced by Colonel Benjamin Huger.
- August 1854 President Franklin Pierce signs a bill into law restoring civilian superintendents at the national armories. Henry W. Clowe becomes superintendent at the Harpers Ferry armory. Clowe is Benjamin Moor's former assistant.
- December 1858 Secretary of War, John B. Floyd removes Clowe from office. The armory had fallen into disorder with expenditures exceeding production, favoritism among contractors and workers, and the quality of work had also deteriorated. Alfred M. Barbour is appointed as Clowe's successor on the 24th. Barbour is the first superintendent since Thomas Dunn to run the armory without any involvement with politics. Barbour reinstates previous work rules, stricter time-keeping, and improves the quality of production.
- October 16-18, 1859 John Brown and twenty other Northern Abolitionist Raiders attempt to capture the Harpers Ferry Armory and approximately 100,000 weapons. Brown and his men intend to arm 4,000,000 slaves in the South with pikes, rifles, and other captured weapons to create a new "Provisional Army and Government" with equality for all people irrespective of race. Brown will lose 10 men killed, 6 captured, and 5 escaped, with casualties among the townspeople of 4 dead, and one Marine among the party sent from Washington under Col. Robert E. Lee and Lt. J.E.B. Stuart of the U.S. Army. Virginia Militia will assist in the capture of Brown and his Raiders. Brown and 5 other Raiders will be tried in the Virginia courts and be sentenced to hang. Brown's execution will polarize public opinion North and South about the morality of slavery.
- April 15, 1861 President Abraham Lincoln will call for 75,000 volunteers for 90 days to put the Southern States back into the Union.
- April 17, 1861 After voting, Governor John Letcher of Virginia officially secedes from the Union in response to Lincoln's call for volunteers. Ex-governor Wise of Virginia calls for militia to take the armory at Harpers Ferry..
- April 18, 1861 Lieutenant Roger Jones is in command of about 50 troops and 15 volunteers with orders from the War Department to protect the armory and arsenal. Upon receiving word that militia forces are on their way with artillery, Jones decides to abandon the property. He sets black powder on fire through the buildings and with his men, escapes. Militiamen and civilians work together to save the equipment and stands of arms. The main arsenal, carpenter's shop, and about 15,000 arms are lost. The Virginia militia is able to salvage 4,287 finished firearms and enough parts to complete 7-10,000 more. The Confederates will load as much equipment as possible and ship it to the state armories in Richmond, Virginia and Fayetteville, North Carolina.
- June 14, 1861 Confederate Colonel Joseph E. Johnston's troops blow up the Baltimore & Ohio trestle and burn the main armory buildings. Two weeks later, Confederate raiders destroy the Rifle Works and wagon bridge over the Shenandoah River. Civilians flee Harpers Ferry either looking for work at other factories and armories or looking for some place further away from the ravages of war. The United States Armory and Arsenal at Harpers Ferry is brought to an end. The only building left undamaged throughout the war is the fire engine house, or John Brown's Fort.



The Industrial Transportation Exposition

The Industrial Revolution

From the adoption of the Constitution, the U.S. experienced a huge growth in population. By 1850 the population had doubled twice, while the geographical size of the nation quadrupled. Within a few years after 1850, the U.S. trailed Russia and France as the third most populous nation in the Western world. The U.S. population growth rate was four times that of Europe and six times the world average. The urban population grew from 6 to 20 percent.

Coinciding with this population explosion in the U.S. was the enormous growth in mechanization and industry that came to be known as the Industrial Revolution. From 1790 to 1811 there was an average of 77 patents granted by the U.S. patent office. By 1830 this number was up to 544, and during the two decades from 1840 to 1860, more than 30,000 patents were granted – an average of 1,500 per year.

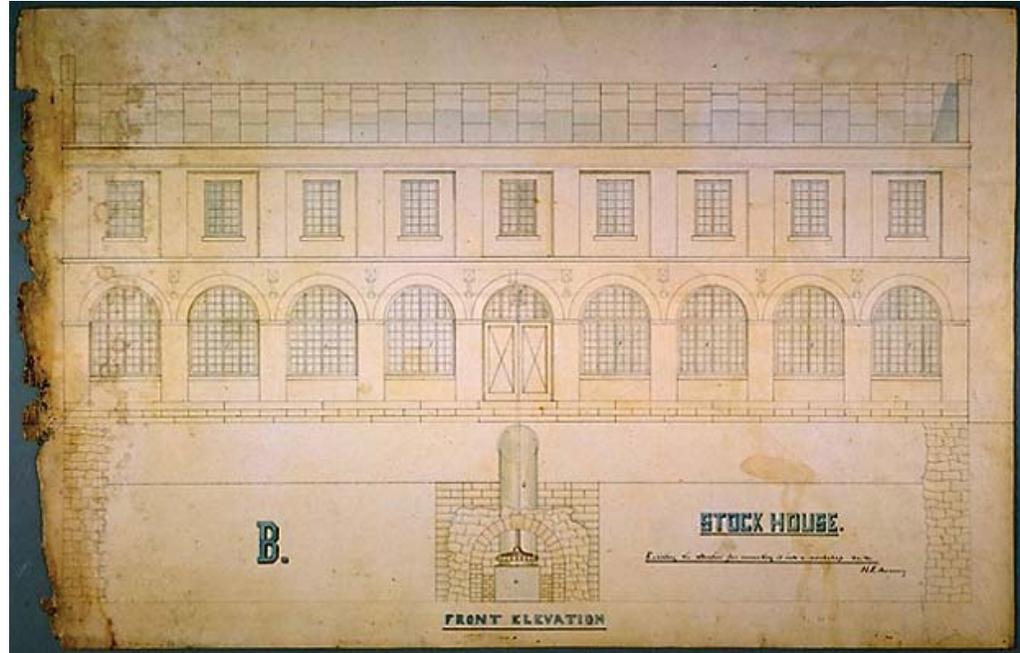
Harpers Ferry and the Industrial Revolution

Harpers Ferry was founded by the U.S. Government in 1796. The government purchased 118.25 acres from John Wager, Sr., the heir of Robert Harper. Wager retained ownership of only 6.75 acres at the junction of the two rivers. This area later became the mercantile heart of Harpers Ferry. The population of Harpers Ferry peaked in 1850 at a total of 4,368, and was 3,398 in 1860.

Harpers Ferry was also riding the crest of the Industrial Revolution. Machines designed by some of America's top inventors were used at Harpers Ferry, including Thomas Blanchard, Eli Whitney, Samuel Slater, Oliver Evans, Uriah Boyden, James Leggel, and John H. Hall.

Development of Industry at Harpers Ferry

Construction of the gun factory and the associated dam and canal began in 1798



Front elevation of the Stock House showing the proposed alteration for converting it into a workshop, by Master Machinist A.M. Ball, July 17, 1858. Year: 1858. Image Credit: Smithsonian Neg. No. 91-10744CT; Harpers Ferry NHP Cat. No. 13695.

and were finished in 1801. Between 1801 and 1860 the armory produced 522,398 new firearms for the U.S. government. The government, in turn, had spent more than \$11 million on the armory and the firearms developed and manufactured here.

Virginus Island was the primary area of civilian industrial development. It was 13 acres in size and was first considered for development in 1816. By 1859 the industrial area contained an iron foundry, a machine shop, a cotton mill, a flour mill, a sawmill, and a carriage manufacturing shop. These were all civilian enterprises. Hall's Rifle Works (or the U.S. Rifle Works as it was later known) was also located on Virginus Island.

Some Major Technological Developments

The Sewing Machine
The first sewing machine was patented in 1842 but was not a success. Elias Howe's 1846 patent was the fifth American patent for a sewing machine, and was to become

the prototype for later sewing machines. The first sewing machines were very expensive, more expensive than the cast-iron stoves that were the primary consumer item in American homes. Howard Clark, Isaac Singer's partner, solved the problem in 1856 with the first installment plan in American business and the first trade-in scheme in 1857. Sales rose threefold in 1856, and doubled again in 1857.

The Stove

Until the 1830s most cooking and heating was done with wood burning in a fireplace or brick oven. In the 1830s more and more iron foundries began to specialize in making iron stoves. Cast-iron stoves eliminated many of the problems involved with cooking and heating, being safer, more economical, and more comfortable than older fireplaces. By the end of the century there were a number of different types of ovens available. Sears sold twelve different types, varying widely in size and options, and being configured for either coal or wood – or for more money, both.

Firearms

There were many advances made in the field of firearms development between 1800 and 1850. The most important was the development of the percussion cap as an ignition system. No one is sure exactly who perfected the percussion cap lock system, but one possibility is Joshua Shaw. By 1822 he had applied for a patent on the device. It replaced the older flintlock ignition system. It was more reliable and weatherproof than the flintlock system.

Another important development was the “minie” ball, which allowed the rifle to replace the smoothbore as the military weapon of choice. It was named after the French inventor Claude Etienne Minie, who pioneered the development of the projectile in 1849. The actual “minie” ball such as that used in the Civil War was not designed by Minie, however. It was designed by James Burton, who was Assistant Master Armorer of Harpers Ferry. Burton designed the bullet that was to be adopted by the U.S.

Another pioneer in firearms development was John H. Hall. He came to Harpers Ferry in 1819. Here, he developed the machinery to produce a breech-loading rifle with completely machine produced parts. This allowed for faster manufacturing of the rifle, and also allowed for parts from one rifle to be used in others. His concept of interchangeable parts was a very important step in the development of the factory system.

The Canal

The French explorer Louis Joliet was the first to advocate a canal in the New World in 1674. But building a canal was costly and it was not until the last years of the 18th century that canal building was to begin. But by 1790 there were thirty canal companies in eight of the original thirteen states.

The C&O Canal

One of those 30 canal companies was the Patowmack Company, which was formally organized under its first president, George Washington in 1785. Its charter was to make the Potomac River more navigable by bypassing obstacles such as rapids and falls. By 1802 the Great Skirting Canal was complete, rendering the Potomac River navigable for a distance of 218 miles. In 1806 and 1807, a 900-foot waterway was created behind Virginius Island and came to be known as the Patowmack Canal.

After three more bypass canals and three more lift locks the Patowmack Company made the Shenandoah River navigable for 160 miles.

In 1824 the Shenandoah Company took over the Patowmack Canal and made some improvements. The Patowmack Company deeded its property and right-of-way to the Chesapeake and Ohio Canal Company. The C&O Canal was finished in 1850 and extended 184.5 miles between Georgetown and Cumberland along the Northern bank of the Potomac.

The principal freight on the C&O Canal was coal, corn, wheat, and flour. At the time, the canal was the cheapest mode of transportation. By being inexpensive transportation, the price of goods decreased as well. A barrel of flour that cost \$1.00 to ship down the Potomac in 1808, cost as little as seven cents in 1831. Moreover, the new canal could accommodate barges that carried up to 120 tons – ten times the load of barges on the old Patowmack Canal. Movement on the canal, however, was slow. It took 90 hours to get from Cumberland to Washington D.C.

The Railroad

James Watt produced the first commercial steam engine in 1776. The first steam locomotive was built in 1803. The first railroad for general transportation was built in 1825 in England. It was not until the 1830s that American attempts to build locomotives achieved even partial success. The first railroad line to open in the U.S. was the 60 mile Camden and Amboy line, which opened in 1832 at a cost of \$3.2 million. By 1840 there were 2,818 miles of track in the U.S. In 1860 this number was 30,635. At the outbreak of the Civil War, two-thirds of all the railroad mileage in the nation was in the North.

The B&O Railroad

In 1828, a group of businessmen met in Baltimore and resolved to build a railroad to compete with the C&O Canal. The Baltimore and Ohio Railroad reached the Monocacy in 1831 and the Maryland shore opposite Harpers Ferry in 1834. Construction of a bridge over the Potomac River and the canal began in September of 1835, and trains began using it in 1837. The bridge collapsed in 1844, and again in 1845. Much of it was rebuilt by 1847. The iron bridge was built in 1851.

Railroad vs. Canal

Construction on the C&O canal and the B&O railroad both began on the same day, July 4th, 1828. Competition between the two was fierce. The C&O Canal reached the Maryland shore opposite Harpers Ferry in November of 1833. The B&O Railroad, trailing behind, reached that same shore in December of 1834, crossed over to the town in 1837, and completed its line from Baltimore to Cumberland in 1842, eight years before the C&O Canal. Another railroad linking Harpers Ferry and Winchester was opened in 1836. In the end the railroad was victorious. The canal was still a cheaper mode of transportation, but the railroad was much faster.

Roads

The earliest roads that crisscrossed the country connecting one community to another were crude broad paths often made rough by ruts and stumps. Construction of improved paved roads ensuring more rapid transportation were usually accomplished through local authorities. In 1806 Congress authorized the construction of the National Turnpike, a broad macadamized road. By 1833 this road extended from Cumberland, Maryland west to Columbus, Ohio, and after the mid-century ended in Vandalia, Ohio. These macadamized roads constructed with a stone foundation and covered with gravel cost between five and ten thousand dollars a mile.

The earliest travelers through Harpers Ferry were the Delaware, Algonquian, Catawba, Shawnee and Tuscarora tribes who crossed through this place to hunt, fish, trade and live. Their trails were later widened and settlers journeyed along these old routes to settle in the Shenandoah Valley.

By 1733, the town's first ferry crossed the Potomac River bringing passengers from Maryland to Virginia soil. Robert Harper, the namesake of the town, arrived in 1747 and purchased the ferry operation. This ferry operation connected the early road system.

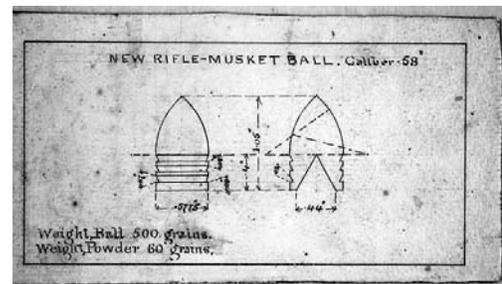
In the 1830s a new era of rapid growth in transportation began. Three major roads intersected at Harpers Ferry including roads to Frederick, Charlestown, and Hillsborough. The Harpers Ferry, Charles Town, and Smithfield Turnpike, macadamized in 1833, charged 2 cents a mile. From 1829 to 1836 stagecoaches came through

Harpers Ferry on these improved roads. The fare to Washington City was \$4.00.

Labor During the Industrial Revolution

The working day during the industrial revolution was generally greater than ten hours long, although in the late 1840's a movement began to limit the working day to ten hours. This movement was very popular, although many still did work more than 10 hours per day. There was a large depression in 1837, from which the nation did not recover until 1843. Still the years between 1840 and 1860 were very prosperous. Investing in manufacture was extremely profitable. The amount invested in manufacture in 1860 was four times that of 1840. In 1840 \$250 million was invested in manufacture.

Harpers Ferry
The Harpers Ferry Armory was run by an appointed superintendent. Armory government fluctuated between civilian and military control. Below the superintendent was the Master Armorer, the highest position attainable to an artisan. Artisans began their employment at Harpers Ferry as apprentices, when they learned their trade. The armory usually employed more than 300 men, to whom pay was distributed either by the day or by the piece. The wages per day varied with the highest paid foreman earning \$2.80 per day, and the lowest paid workman earning \$1.00 in 1857. These were very good wages for the time, considering that shoemakers in 1860 earned only \$3.00 per week, and many others earned less than \$2.00 per week.



New rifle musket ball caliber 58-inch. This final version of the Minie bullet resulted from experiments conducted by James H. Burton at the Harpers Ferry Armory during the early 1850s. Year: 1855. Image Credit: Smithsonian Neg. No. 91-10712; Harpers Ferry NHP Cat. No. 13645.

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A Short History of John Brown

John Brown was born May 9, 1800 in Torrington, Connecticut. Soon after Brown's birth, the family moved to Hudson, Ohio. As a youth he saw a Negro boy with whom he had become friendly badly beaten and harshly treated. This and his religious belief that slavery was a sin against God influenced his thoughts and actions throughout his life. In 1816 he traveled east to study for the ministry but an inflammation of the eyes and a lack of funds forced him to give up this calling. He returned to Ohio and took up his father's trade of tannery.

In 1820 he married Dianthe Lusk; she was the mother of seven children, five of whom lived to maturity. In 1826 he moved his family to Richmond, Pennsylvania, built a tannery (with a secret room to hide escaping slaves), organized a church, and served as postmaster to the community. Dianthe died in 1832 and the following year he married Mary Ann Day; she was the mother of thirteen children, six of whom lived to maturity.

In the ensuing years between 1835 and 1846, he pursued various occupations – farmer, tanner, surveyor, and he raised horses and sheep. In 1846, he formed a partnership in a wool business known as Perkins and Brown; the firm opened a warehouse in Springfield, Massachusetts and Brown soon moved his family there.

At this time, he heard of the abolitionist Gerrit Smith of Peterboro, New York; Smith had opened up thousands of acres of land in New York State for the expressed purpose of small farm cultivation. Much of this land was in the untamed Adirondack wilderness. These parcels of land, averaging forty acres, Smith gave away to free Negroes from New York State. These Negroes came from all walks of life – a few professional men, a doctor and a minister, but for the most part they were cooks, barbers and coachmen. Few knew the fundamentals of farming. Most of the land Smith gave away was unfit for cultivation; it was either low and swampy or on mountain slopes, rocky and inaccessible. In spite of all the hardships, lack of



Photo portrait of John Brown without his beard; taken prior to the raid on Harpers Ferry. Year: 1858. Image Credit: Historic Photo Collection, Harpers Ferry NHP.

money, food, and supplies, men came to this colony called "Timbuktu" and struggled on for years.

In 1849 Brown moved his family here to North Elba. He rented a farm nearby and in the same year bought the present John Brown farm of 244 acres at \$1.00 per acre. He surveyed his colored neighbors' land, showed them how to clear their land, build cabins, and become self-sufficient; but as an experienced farmer, he soon realized that few of the farms could ever be productive and only the hardiest of the colonists could survive.

Brown continued to have an interest in the wool business; he sailed for London hoping to establish an English market for the firm. He visited the Continent briefly, but since this enterprise did not materialize the firm was dissolved and Brown returned to his North Elba farm. Business reasons forced him to return to Ohio in 1851.

He returned in 1855 to the present John

Brown home. His unceasing interest in the anti-slavery movement prompted him to heed the urgent call of his sons who had taken up homesteads in Kansas. He became engulfed in this cause for freedom, which ultimately led Kansas to become a free state. This event became known as Bleeding Kansas with Brown taking part in the Pottawatomie massacres.

Brown visited his family intermittently during the next three years while actively engaging in anti-slavery campaigns and laying the groundwork for his final campaign at Harpers Ferry, Virginia.

On the night of October 16, 1859, John Brown and his followers captured the U.S. Arsenal at Harpers Ferry with the expressed intention of using the captured arms to continue an extensive campaign for liberation of the slaves in the South. He was captured on October 18, 1859, by a detachment of U.S. Marines under the command of Colonel Robert E. Lee. He was imprisoned in Charles Town, Virginia (now West Virginia). Although this was a federal crime, which took place on government property; Virginia seized the opportunity to try him. He was tried and found guilty of treason (against Virginia), advising and conspiring with slaves and others to rebel and for murder in the first degree, and hanged on December 2, 1859. John Brown's final prophecy "I, John Brown, am now quite certain that the crimes of this guilty land will never be purged away but with blood. I had, as I now think, vainly flattered myself that without very much blood shed it might be done," was soon to be realized in the Civil War. It was his wish to be buried on his North Elba farm. His wife and friends accompanied the body to its final resting place; the burial ceremony took place on December 8, 1859.



The Life of John Brown - Timeline

- 1800 Born in Torrington, Connecticut, May 9.
- 1805 Brown family migrates to Ohio.
- 1808 Brown's mother, Ruth Mills Brown, dies.
- 1819 Attends school in Massachusetts and Connecticut.
- 1819-1825 Works as a tanner in Ohio.
- 1820 This Missouri Compromise prevents a political crisis between North and South on the issue of slavery.
- 1821 Marries Dianthe Lusk, June 21.
- 1825 - 1835 Owns and operates a tannery in Richmond Township, Pennsylvania.
- 1829 Abolitionist William Lloyd Garrison calls for the immediate emancipation of slaves.
- 1831 Nat Turner leads a slave insurrection in Virginia.
- 1832 Dianthe Lusk Brown dies on August 10.
- 1833 Marries Mary Ann Day on July 11.
- 1835 - 1840 Speculates in land near Hudson, Ohio.
- 1837 Suffers heavy financial losses in the Panic of 1837. Abolitionist editor Elijah Lovejoy is murdered by a mob. Brown vows to dedicate his life to the destruction of slavery.
- 1841 Begins sheep farming.
- 1842 Applies for bankruptcy.
- 1843 In one month four of his children die of dysentery.
- 1847 Reveals to Frederick Douglass his plan to free the slaves.
- 1849 Travels to Europe to sell wool. Moves to a farm at North Elba, New York.
- 1850 A new Fugitive Slave Law denies protection to slaves who have escaped to the North.
- 1851 Finds the Black Abolitionist "League of Gileadites" to resist the Fugitive Slave Law by force.
- 1851 - 1854 Brown's wool business fails.
- 1852 Harriet Beecher Stowe publishes Uncle Tom's Cabin.
- 1854 The Kansas - Nebraska Act enrages abolitionists by opening the western territories to slavery. Brown's five sons move to Kansas.
- 1855 Attends convention of Abolitionists at Syracuse, NY. Joins sons in Kansas. Helps defend Lawrence, Kansas, against pro-slavery forces.
- 1856 In retaliation for the "Sack of Lawrence", murders five pro-slavery settlers along the Pottawatomie Creek, Kansas. Leads a guerilla band as "Bleeding Kansas" explodes in violence.
- 1857 Gains support from abolitionists in Boston, New York, and throughout New England. Orders 1,000 pikes from Charles Blair of Connecticut. Establishes a military headquarters in Tabor, Iowa. In the Dred Scott decision, the U.S. Supreme Court declares that slaves are property and that the U.S. Congress cannot deprive slave owners of that property.
- 1858 Attends the Chatham Convention in Canada and receives support for a "Provisional Constitution" of the United States to govern the nation freed from slavery. Leads a raid into Missouri and frees 11 slaves.
- 1859 The U.S. Supreme Court upholds the Fugitive Slave Act. Brown arrives in Harpers Ferry, Virginia (now West Virginia), on July 3. Begins raid on Harpers Ferry armory and arsenal on October 16. Captured in the armory fire engine house on October 18. Tried in Charles Town, Virginia (now West Virginia), October 27-30. Executed at Charles Town, December 2. Buried at the Brown farm in North Elba, New York, on December 8.

Information Source: Harpers Ferry National Historical Park, John Brown Museum Exhibit



John Brown's Children

The Children of John Brown and Dianthe Lusk

6 sons and 1 daughter

John Brown Jr.	born July 25, 1821 at Hudson, Ohio; married Wealthy C. Hotchkiss, July, 1847
Jason Brown	born January 19, 1823 at Hudson; married Ellen Sherbondy, July, 1847
Owen Brown	born November 4, 1824 at Hudson; never married
Frederick Brown (1)	born January 9, 1827 at Richmond, Pennsylvania; died March 31, 1831
Ruth Brown	born February 18, 1829 at Richmond; married Henry Thompson, September 26, 1850
Frederick Brown (2)	born December 31, 1830 at Richmond; murdered at Osawatomie by Rev. Martin White, August 30, 1856
Infant Son	born August 7, 1832; buried with his mother three days after his birth at Richmond

The Children of John Brown and Mary Anne Day

7 sons and 6 daughters

Sarah Brown (1)	born May 11, 1834 at Richmond; died September 23, 1843
Watson Brown	born October 7, 1835 at Franklin, Ohio; married Isabella M. Thompson, September, 1856; killed at Harpers Ferry October 19, 1859
Salmon Brown	born October 2, 1836 at Hudson, Ohio; married Abbie C. Hinckley, October 15, 1857
Charles Brown	born November 3, 1837 at Hudson; died September 11, 1843
Oliver Brown	born March 9, 1839 at Franklin, Ohio; married Martha E. Brewster, April 7, 1856; killed at Harpers Ferry, October 17, 1859
Peter Brown	born December 7, 1840 at Hudson, Ohio; died September 22, 1843
Austin Brown	born September 14, 1842 at Richfield, Ohio; died September 27, 1843
Anne Brown	born September 23, 1843 at Richfield
Amelia Brown	born June 22, 1845 at Akron, Ohio; died October 30, 1846
Sarah Brown (2)	born September 11, 1846 at Akron
Ellen Brown (1)	born May 20, 1848 at Springfield, Massachusetts; died April 30, 1849
Infant Son	born April 26, 1852 at Akron, Ohio; died May 17, 1852
Ellen Brown (2)	born September 25, 1854 at Akron

Both Wives – 13 sons and 7 daughters

Information Source: Life and Letters of John Brown by F.B. Sanborn. Seasonal guide Carolyn Miller compiled the information.



Timeline of John Brown's Raid, 1859

July 3		John Brown, with sons Oliver and Owen and Jeremiah Anderson, arrives in Harpers Ferry.
July 4		Brown rents the Kennedy Farm in Maryland, five miles north of Harpers Ferry.
July to October		In twos and threes men join Brown at the Kennedy Farm.
October 16	8:00 p.m.	Brown and 21 raiders advance toward Harpers Ferry.
	10:30 p.m.	The raiders take the U.S. Armory and Arsenal and the buildings of Hall's Rifle Works on Virginius Island.
	Midnight	Colonel Lewis Washington with his slaves and John Allstadt with his son and slaves are captured at their homes west of Harpers Ferry.
October 17	1:25 a.m.	The raiders halt a Baltimore and Ohio passenger train. Hayward Shepherd, a free black man working as the station baggage master, is shot and mortally wounded on the railroad bridge.
	4:00 – 5:00 a.m.	The hostages are held in the armory fire engine house.
	Daylight	Messengers carry the alarm to nearby towns. The raiders seize armory employees as they report to work.
	7:00 a.m.	The townspeople begin firing on the raiders. Grocery man Thomas Boerly is killed by return fire.
	10:00 a.m.	The Jefferson guards capture the Potomac River Bridge. Dangerfield Newby is shot. He is the first of the raiders to die. Other militia take positions commanding the entrance to the armory and the Shenandoah River bridge. Brown asks for a truce, but raider William Thompson is seized under a white flag. Watson Brown and Aaron Stevens are shot down under a second truce flag. Raider William Leeman is killed as he attempts to escape across the Potomac.
	1:30 p.m.	U.S. Marines commanded by Colonel Robert E. Lee travel by train from D.C.
	2:00 p.m.	George W. Turner, a prominent local farmer, is killed by the raiders.
	2:30 p.m.	A party of citizens storms Hall's Rifle Works. The three raiders attempt to escape across the Shenandoah, but John Kagi is killed, Lewis Leary is mortally wounded, and John Copeland is captured. Fontaine Beckham, mayor of Harpers Ferry, ventures, unarmed, too close to the engine house and is shot and killed. A drunken mob, enraged by the mayor's death, drags William Thompson from the Wager House, murders him, and tosses his body into the Potomac.
	3:00 p.m.	Militia men force Brown and his men into the engine house and free many of the hostages. Militia units pour into the town. Raiders Owen Brown, Cook, Barclay Coppoc, Merriam, and Tidd, who have been guarding supplies in Maryland, realize the situation is hopeless and escape through the mountains.
	Darkness	The streets of Harpers Ferry are jammed with hundreds of excited militia men, townspeople, and families of the hostages. Many are drunk. In the confusion, raiders Albert Hazlett and Osborne P. Anderson leave the arsenal, cross the Potomac, and flee north. Raider Stewart Taylor is shot and killed.
	11:00 p.m.	90 Marines under Colonel Robert E. Lee enter the armory yard.

October 18	Early Morning	Oliver Brown dies.
	7:00 a.m.	Lieutenant J.E.B. Stuart twice delivers surrender demands to Brown. A storming party of 12 marines smashes through a door of the engine house. One Marine is shot dead; another is wounded. Lieutenant Green fells Brown with blows from his sword. Raiders Dauphin Thompson and Jeremiah Anderson are killed; raiders Edwin Coppoc and Shields Green surrender. Wounded Raiders Stevens and Watson Brown are captured. The fight is over in three minutes. None of the hostages are injured. Watson Brown dies.
October 19		John Brown, Aaron Stevens, Edwin Coppoc, Shields Green, and John Copeland are taken to jail in Charles Town.
October 27-31		John Brown is tried for treason against the Commonwealth of Virginia for conspiring with slaves to rebel, and for murder.
November 2		John Brown is sentenced to hang.
December 2		John Brown is executed in Charles Town.



Fate of Participants in John Brown's 1859 Raid

NAME	RANK	COLOR	FATE
<i>Insurgents (underline!)</i>			
Jeremiah Anderson	Lieutenant	White	Killed in action
Osborne Anderson	Private	Black	Escaped
Annie Brown		White	Departed before action - survived
John Brown	C-I-C	White	Hanged
Martha Brown		White	Departed before action - survived
Oliver Brown	Captain	White	Killed in action
Owen Brown	Captain	White	Escaped
Watson Brown	Captain	White	Killed in action
John Cook	Captain	White	Hanged
John Copeland	Private	Black	Hanged
Barclay Coppoc	Private	White	Escaped
Edwin Coppoc	Private	White	Hanged
Shields Green	Private	Black	Hanged
Albert Hazlett	Lieutenant	White	Hanged
John Kagi	Captain	White	Killed in action
Lewis Leary	Private	Black	Killed in action
William Leeman	Lieutenant	White	Killed in action
Francis Merriam	Private	White	Escaped
Dangerfield Newby	Private	Black	Killed in action
Aaron Stevens	Captain	White	Hanged
Stewart Taylor	Private	White	Killed in action
Dauphin Thompson	Private	White	Killed in action
William Thompason	Captain	White	Killed in action
Charles Plummer Tidd	Captain	White	Escaped
<i>Slaves (underlined)</i>			
Elderly Slave		Black	Wounded (later killed, per Osborne Anderson's account)
Allstadt's Phil		Black	Died in jail
Washington's Jim		Black	Drowned in canal
<i>U.S. Marines (underlined)</i>			
Luke Quinn	Private	White	Killed in action
Matthew Rupert	Private	White	Wounded



States in the Union, 1860

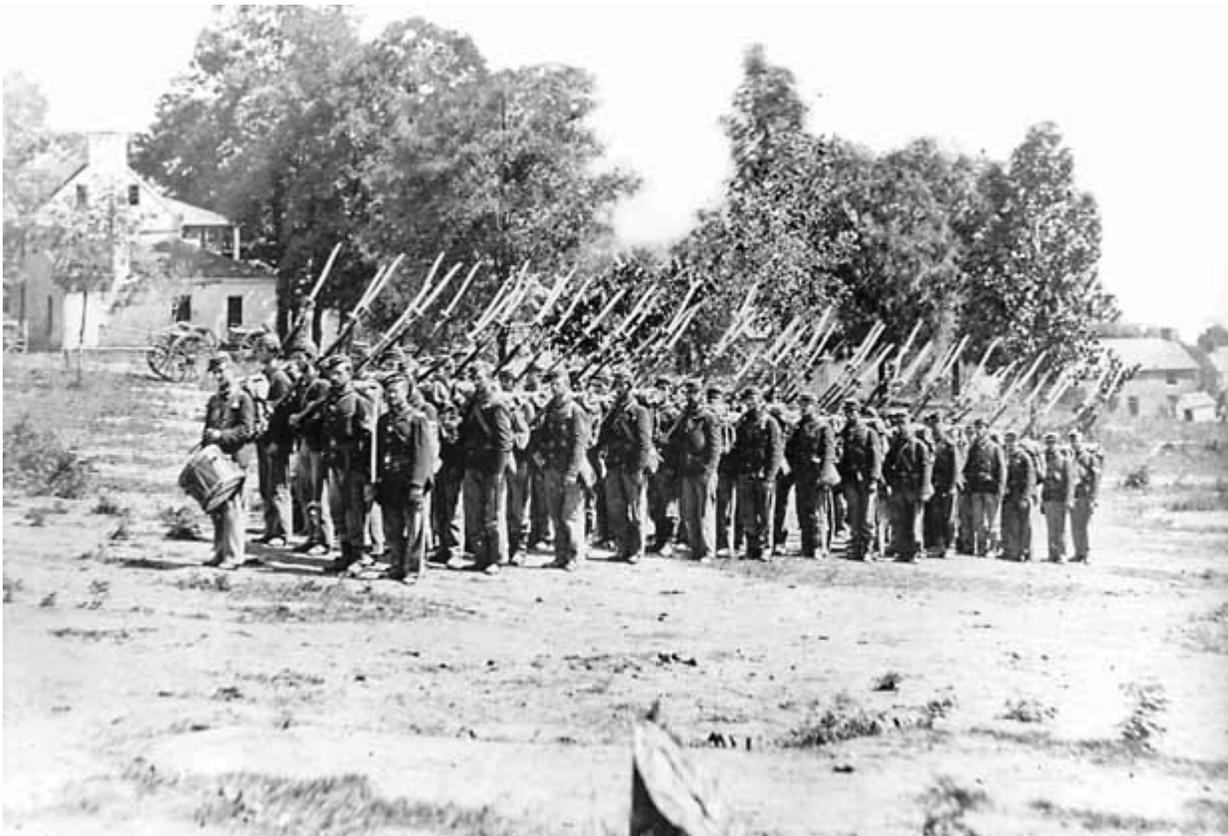
	STATE	YEAR OF STATEHOOD	YEAR OF SECESSION	YEAR SLAVERY ABOLISHED
FREE STATES				
	Pennsylvania	1787	----	1780
	New Jersey	1787	----	1804*
	Massachusetts	1788	----	1783
	New Hampshire	1788	----	1865
	Connecticut	1788	----	1784*
	New York	1788	----	1799*
	Rhode Island	1790	----	1784*
	Vermont	1791	----	1777
	Ohio	1803	----	1802
	Indiana	1816	----	1816
	Illinois	1818	----	1818
	Maine	1820	----	1783
	Michigan	1837	----	1835
	Iowa	1846	----	1846
	Wisconsin	1848	----	1848
	California	1850	----	1850
	Minnesota	1858	----	1858
	Oregon	1859	----	1844*
SLAVE STATES	Delaware	1787	----	1865
	Maryland	1788	----	1864
	Kentucky	1792	----	1865
	Missouri	1821	----	1864
	Virginia	1788	1861	1865
	North Carolina	1798	1861	1865
	South Carolina	1788	1860	1865
	Georgia	1788	1861	1865
	Tennessee	1796	1861	1865
	Louisiana	1812	1861	1864
	Mississippi	1817	1861	1865
	Alabama	1819	1861	1865
	Arkansas	1836	1861	1864
	Florida	1845	1861	1865
	Texas	1845	1861	1865



Events Leading to the Civil War: A History of Tensions Between the North and South

1. Constitution of the United States (1780's)
 - A. Three-fifths Compromise – Allowed state's populations to be decided upon by counting free people "plus 3/5 of all other Persons" (slaves); this gave the slave states a larger representation in the government.
 - B. Commercial Compromises – tariff/slave trade
 - C. New state constitutions
2. Northwest Ordinance (1780's) – abolished slavery in the Northwest territory (OH, IN, IL, MI, MN, WI)
3. Cotton Gin (1793) – Eli Whitney invented a machine that made possible the rapid processing of raw cotton.
4. Louisiana Purchase (1803) – Western expansion led to debate over whether territory should be free or slave.
5. Missouri Compromise (1820) – Allowed Missouri and Maine to enter the union to maintain the balance between free and slave states. Also banned slavery north of latitude 36° 30'N except in Missouri.
6. Nat Turner's Rebellion (1831) – Slave rebellion led by Nat Turner killed at least 55 white people; throughout the South stricter measures were placed upon their slaves to dispel any lingering thoughts of rebellion. Turner was captured and executed and about 200 black people were murdered by angry white mobs.
7. Texas Annexation (1845) – Texas entered the United States as a slave state, furthering contention between the North and South as it strengthened the political power of the South and led to the Mexican War.
8. Mexican Cession (1848) – According to the Compromise of 1820, slavery would be allowed in the new territories of Mexico. The further expansion of slavery in the western territories caused uproar in the North.
9. Compromise 1850 – California became a free state in return for a stronger Fugitive Slave Law.
10. Uncle Tom's Cabin (1851) – Written by Harriet Beecher Stowe and based on the memoirs of Reverend Josiah Henson. The book's abolitionist stance spurred disgust between the North and South over the issue of slavery.
11. Kansas-Nebraska Act (1854) – Missouri Compromise line replaced with "popular sovereignty," allowing settlers to vote on status of the state as 'free' or 'slave.'
12. Republican Party (1854) – Created as a result of the Kansas-Nebraska Act as a political party against the spread of slavery in the territories.

13. Bleeding Kansas (1854 – 1865) – Violence between free-state settlers and proslavery settlers resulted in the murder of 200 persons. John Brown led an attack against settlers on the Pottawatomie Creek May 1856.
14. Brooks-Sumner Affair (1856) – Preston Brooks attacked Charles Sumner with a cane two days after Sumner denounced the southern leaders for supporting proslavery forces in Kansas and for slandering Brook’s uncle, Senator Andrews Butler.
15. Dred Scott Decision (1857) – The Supreme Court stated slaveholders could take their slaves into a territory without restrictions. To deprive slaveholders of this right would be to deprive them of their property without due process of the law.
16. John Brown’s Raid (1859) – John Brown came to Harpers Ferry with the intent of leading a slave insurrection and obtaining weapons from the United States Armory; he was captured and executed for treason against the state of Virginia.
17. Election 1860 – Lincoln, a republican, is elected President of the United States after receiving 40% of the popular vote.
18. December 20, 1860 – South Carolina voted to secede from the union.
19. Confederate States of America (Feb. 1861) – Seven seceding states met at Montgomery and created the Confederacy (SC, MS, FL, GA, AL, LA, TX).
20. Lincoln became President (March 4, 1861)
21. Fort Sumter (April 12, 1861) – The beginning battle of the Civil War.



Company of Union infantry on parade at Camp Hill in Harpers Ferry, October 1862.

Year: 1862.

Image Credit: Historic Photo Collection, Harpers Ferry NHP.



Harpers Ferry and the Civil War Timeline

“...no spot in the United States experienced more of the horrors of war...”

-Joseph Barry, 19th century citizen

Before the American Civil War, Harpers Ferry was a prosperous industrial town of 3,000 people. The town benefitted from its location at the confluence of the Potomac and Shenandoah Rivers, and the area’s natural resources. Because of the tremendous water power, the area was advertised as “one of the best situations in the United States for...factories.” The U.S Armory and Arsenal was the town’s earliest and largest industry, with over 20 factory buildings and 400 employees by 1861. A strong transportation system, including the Baltimore & Ohio Railroad and the Chesapeake & Ohio Canal, provided a steady flow of people and commerce through the town.

During the Civil War, Harpers Ferry was strategically important to both sides of the conflict. The town changed hands eight times but remained under Union control for 80% of the war. Within the first months of the war the U.S. Armory ceased operation. With the loss of employment and the added unpredictability of life along the border, the population dropped to less than 300 residents. Later during the war, stability was established with Union military occupation and the town’s population swelled with soldiers and civilians.



N.C.O.'s Company E, 22nd New York State Militia, on Camp Hill at Harpers Ferry, October 1862. Year: 1862. Image Credit: Historic Photo Collection, Harpers Ferry NHP.

Timeline

1861

- April 12 The Civil War begins with shots fired at Fort Sumter, South Carolina.
- April 15 President Lincoln calls for 75,000 volunteers to put down the rebellion.
- April 17 Virginia secedes from the Union after Lincoln’s call to arms.
- April 18 Lieutenant Roger Jones, with orders from the War Department, sets fire to the armory and arsenal, destroying 15,000 arms. He and his men escape to Pennsylvania, while the Confederate militia enters Harpers Ferry.
- April 28 Colonel Thomas J. (later “Stonewall”) Jackson arrives in Harpers Ferry, his first command of the Civil War. Over the next several weeks, all machinery and tools from the armory are removed and shipped to Richmond, VA, and Fayetteville, NC, to produce weapons for the Confederacy.

- June 14 The armory and the B&O railroad bridge over the Potomac River are burned down by Confederate General Johnston’s troops while preparing to evacuate.
 - June 28 Hall’s Rifle Works and the Shenandoah River Bridge are destroyed by Confederate raiders. The latest destruction in the town urges hundreds of civilians to leave Harpers Ferry.
 - July 4 First civilian death in Harpers Ferry occurs when businessman Frederick Roeder is killed by a shot from a Union soldier on Maryland Heights.
 - July 21 Union troops reach Harpers Ferry under the command of General Patterson. Major-General Nathaniel Banks replaces Patterson of the 25th.
 - August 17 The Federals withdraw main forces from town to the Maryland shore. Harpers Ferry is not occupied by either side until February, 1862, and it becomes known as “No Man’s Land.”
 - October 16 Battle of Bolivar Heights occurs. 500 Confederates under Col. Turner Ashby clash with 600 Federals under Col. John Geary. Both sides claim victory but neither occupies the area.
- 1862
- February 2 The commercial area near the “Point” in downtown Harpers Ferry is burned by Union soldiers in retaliation for the death of a Federal scout by rebel snipers.

- February 25 Northern forces occupy the town to maintain lines of communication and supply along the B&O, and to deter invasion in the Shenandoah Valley. 14,000 Union soldiers are stationed in this region as the “Railroad Brigade.”
- March 29 Colonel Dixon Stansbury Miles is placed in command of the “Railroad Brigade” at Harpers Ferry.
- September 4 Confederate Gen. Robert E. Lee begins the first invasion of the North.
- September 9 Camped at Frederick, MD, Gen. Lee issues Special Orders 191, boldly dividing his army into four parts, sending three columns to capture or destroy the garrison at Harpers Ferry.
- September 13 Under the command of “Stonewall” Jackson, positioned on School House Ridge, the Confederates take strategic positions on the hills surrounding Harpers Ferry, boxing in the Union troops of Col. Miles on three sides.
- September 14 Battle of South Mountain delays the advance of 87,000 Federals on Robert E. Lee’s small column at Boonsboro while Jackson’s artillery pounds Col. Miles’ men in Harpers Ferry. During the night, Jackson orders Gen. A.P. Hill’s division to the Chambers’ Farm to outflank the Union position on Bolivar Heights. Union cavalry under Colonel B.F. Davis escape Harpers Ferry and head north to Hagerstown, MD.
- September 15 Miles is fatally wounded by a stray shell shot after surrendering. The largest surrender of Federal troops during the war takes place at Harpers Ferry as 12,700 men surrender to Jackson.
- September 17 Battle of Antietam. Lee’s army is reunited after the siege of Harpers Ferry, only to fight in the single bloodiest day of the war.
- September 18 Confederates evacuate Harpers Ferry.
- September 20 Federals under Bank’s command reoccupy Harpers Ferry and begin preparations for extensive fortifications on the heights surrounding the area.
- September 22 Abraham Lincoln issues the Preliminary Emancipation Proclamation.
- October 1 – 2 Lincoln reviews the Union troops on Bolivar Heights and Maryland Heights.
- 1863
- June 16 Confederate forces invade Pennsylvania under General Robert E. Lee.
- June 17 Federals evacuate the town of Harpers Ferry and man the fortifications on Maryland Heights.
- June 20 West Virginia is admitted to the Union as the 35th state.
- June 30 Federals abandon Maryland Heights and retreat to Frederick, MD.
- July 1 - 3 Battle of Gettysburg
- July 14 Harpers Ferry is occupied once again by Union troops under General French after the Southerners retreat from Gettysburg.
- 1864
- July 4 Third invasion of the North. Confederate Gen. Jubal Early forces the withdrawal of Union soldiers from Harpers Ferry to their stronghold on Maryland Heights.
- July 7 Federal forces reoccupy Harpers Ferry.
- July 9 Battle of Monocacy delays Early’s advance through Maryland.
- July 11 – 12 General Early’s army is turned back less than five miles from Washington, DC.
- August 6 Union Gen. Philip Sheridan arrives to mount a major offensive to conquer the Shenandoah Valley. Harpers Ferry is the base of operations for his “Valley Campaign.” Supply trains leave Harpers Ferry for the front regularly, always under the threat of attack from Col. John S. Mosby’s Partisan Rangers and other Confederate guerillas.
- September 19 Battle of 3rd Winchester. Sheridan defeats Early.
- September 22 Battle of Fishers Hill. Sheridan again defeats Early.
- September 23 1,500 prisoners from these battles are processed through Harpers Ferry.
- October 19 Battle of Cedar Creek. Sheridan finishes Early, ending major Confederate resistance in the Valley.
- November 8 Lincoln is re-elected after Confederate losses at Atlanta and Cedar Creek boost Northern morale.
- 1865
- April 2 Richmond falls.
- April 9 Lee surrenders to Grant at Appomattox.



African American History

For over 88 years, Storer College stood high above Harpers Ferry on Camp Hill. Beginning life as a one-room school for freedmen, Storer grew into a full-fledged degree granting college open to all races, creeds, and genders. Former slaves thrown into the world with no training, skills, or education found at Storer a place to learn to read and write, to teach others in their community, and to develop marketable skills. Their descendants found a haven of hope and learning in the dark days of racial segregation. Students left Storer with the education, the training, and perhaps most importantly, the sense of worth needed to make their way in an unsympathetic society.

Educating Freedmen

The first building on the hill to open its doors to students was the Lockwood House, formerly the U.S. Armory paymaster's quarters. In 1865, as a representative of New England's Freewill Baptist Home Mission Society, Reverend Nathan Cook Brackett established a primary school in the war torn building. He began by teaching former slaves to read, write, and do arithmetic. This school was part of a larger national effort by northern philanthropic organizations and the government's Freedmen's Bureau to educate the thousands of African Americans freed by the 13th amendment. From Harpers Ferry, Reverend Brackett directed the efforts of dedicated missionary teachers, who provided a basic education to the thousands of former slaves congregated in the relatively safe haven of the Shenandoah Valley by the end of the Civil War.

Teaching Teachers

Dedicated as they were, these few teachers could not begin to meet the educational needs of the freedmen in the area. By 1867, there were still only 16 teachers to educate 2,500 students. Reverend Brackett realized that the only way to reach all of these students was to train African American teachers. The little grammar school in the Lockwood House needed to become a teaching college.



Sketch of the Storer College campus, from an 1889 college catalogue. The buildings, from left to right, are Lincoln Hall, Anthony Hall, and Myrtle Hall. Year: 1889. Image Credit: Historic Photo Collection, Harpers Ferry NHP.

In 1867, Reverend Brackett's school came to the attention of John Storer, a Maine philanthropist. Storer offered a \$10,000 grant to the Freewill Baptists for a "colored school" in the south if several conditions could be met. First, the school must eventually become a degree-granting college. Second, the school had to be open to all applicants regardless of race, sex, or religion. Finally, the most difficult prerequisite: the Freewill Baptist Church had to match the \$10,000 donation within the year. After a year-long effort the money was raised and Storer College officially opened its doors.

Local Attitudes

Raising \$10,000 turned out to be easy compared to facing local resistance to a "colored school." Residents of Harpers Ferry tried everything from slander and vandalism to pulling political strings in their efforts to shut down the school. One teacher wrote, "It is unusual for me to go to the post office without being hooted at, and twice I have been stoned on the streets at noonday."

These efforts did not succeed in closing Storer College and eventually local attitudes changed. Later in his life, Reverend Brackett became a respected citizen of Harpers Ferry.

The Three Rs and More

Understanding that former slaves needed to learn more than the three R's to function in society, Storer founders looked to provide more than a basic education. According to the first college catalog, students were to "receive counsel and sympathy, learn what constitutes correct living, and become qualified for the performance of the great work of life." In its early years, Storer taught freedmen to read, write, spell, do sums, and to go back into their communities to teach others these lessons.

As the years went by, Storer remained primarily a teacher's college, but added courses in higher education as well as industrial training. Students graduated with a normal degree for teaching or an academic degree for those going on to college.

The Niagara Movement

In August of 1906, Storer College hosted the Second Conference of the Niagara Movement. Formed by a group of leading African American intellectuals, the Niagara Movement struggled to eliminate discrimination based on color. The movement's leader, Dr. W.E.B. DuBois, rejected the prevalent theory of "Accommodation" espoused by Booker T. Washington, who advocated conciliation rather than agitation as a means of gaining social equality. The Niagara Movement never hesitated to agitate, publishing an annual "Address to the World" demanding voting rights, educational and economic opportunities, justice in the courts, and recognition in unions and the military. Their aggressive tone alienated many conservative African American and white leaders, and eroded political support for the group. During the 1906 conference, Storer staff expressed discomfort with the group's militancy and dismay at their tendency to consider even progressive whites as the enemy.

By 1910, five years after it was formed, the Niagara Movement was dissolved. While it did not produce material gains in the civil rights arena, the Niagara Movement made it clear that there was a large group

of people who would settle for nothing less than full civil rights, thereby laying a valuable foundation for the development of a more broad based push for equality.

When the National Association for the Advancement of Colored People (NAACP) was formed in New York City in 1910, many of the members of the failing Niagara Movement joined immediately. Still in existence today, the NAACP adopted many of the goals of the Niagara Movement. In its most famous victory, the NAACP took *Brown v. Board of Education* to the Supreme Court in 1954 and won. This decision declared the segregation of public schools as unconstitutional. In an unfortunate twist of fate, Storer College, who played host to the Niagara Movement that paved the way for the formation of the NAACP, suffered from that decision. Immediately after the ruling, West Virginia withdrew its financial support from Storer College. Financial burdens had been accumulating for a decade, and in June of 1955 Storer College closed its door forever.

Student Perspective

In the spring of 1893, Storer College students looked outside the shelter of their campus and saw a frightening and

confusing world. Throughout the country, African Americans faced discrimination and segregation. Although they had the right to vote, few were given the opportunity, especially in the south. Justice for African Americans was hard to come by, with lynching often settling disputes in the south. Few African Americans held positions of power; in fact white men governed Storer College until 1944.

Storer students heard the discussion of prominent leaders of the African American community concerning these and other problems. They heard some say that African Americans should leave the United States and establish their own country in Africa. Storer students were certainly familiar with the philosophy of Booker T. Washington, a prominent African American leader of the late 1800s. Washington believed that although African Americans did not have civil and political rights, economic self-sufficiency was more important and manual and industrial training provided the means to that end.

Storer students not only heard these discussions; they also formed their own opinions as the following excerpts from an 1892 edition of the school newspaper, the *Storer Record*, show us.

Storer Record.

Harper's Ferry, W.V. Winter Term, 1892.

The Negro's Future Prosperous people are those who are industrious, economical, and intelligent...Let us now make same heroic efforts toward achieving results, which will forever be tributes to Storer College...let this be your motto, Rely upon your self...

Shall the Negro Return to Africa? (Yes) if the Afro-American were the only people living in this country whose fathers were from some other land...(but)...nearly every nation on the globe is well represented in her...the Negro is the backbone of the labor force in the South. If he should fold his hands...the wheels of southern industry would cease tomorrow.

Mob Law Can she (the United States) justly boast of being the "land of the free" while the Negro can not lift his eyes to the flag under whose folds he lives and which he fought so bravely to maintain and claim its protection?

Selected Works

Lewis, David Levering. *W.E.B. DuBois: Biography of a Race*. New York: Henry Holt & Co., 1993.

Mongin, Alfred. *A College in Secessia: The Early Years of Storer College*. Harpers Ferry: National Park Service Publications, 1960.

Quarles, Benjamin. *Allies for Freedom: Blacks and John Brown*. New York: Oxford University Press, 1974.

Toogood, Anna Cox. *The Lockwood House: Birthplace of Storer College*. Washington D.C.: U.S. Office of Archeology and Historic Preservation, 1969.



Wetlands

One mile west of Harpers Ferry along the edges of the Shenandoah River is an example of one of our country's most misunderstood natural resources. Known variously as swamps, bogs, marshes, sloughs, and wetlands, these areas often go unrecognized as resources. In reality, wetlands provide numerous benefits to humans. Wetlands not only furnish a home for hundreds of species of plants and animals, but they also provide recreational opportunities and protection from flooding and water pollution.

Our forefathers had no interest in preserving swamps and marshes that hindered their attempts at farming and settlement. Wetlands seemed no more than a breeding ground for snakes and mosquitoes, and settlers drained and filled these areas without considering environmental implications. As a result, more than half of the 200 million acres of wetlands present in colonial times in the lower 48 states have disappeared.

History of Harpers Ferry Wetlands

The wetland of Harpers Ferry has undergone many changes of its life. At the turn of the 18th century, the marsh was a slow backwater paralleling the Shenandoah River. Between 1806 and 1807, the Patowmack Canal Company surveyed and built a 1.5 mile canal, extending a large new transportation system that carried the products of the Shenandoah Valley to the new city of Washington. For about 60 years, the Patowmack Company's bypass canal guaranteed river barges safe transportation around the rapids in the Shenandoah River. This transportation system allowed upstream producers to supply goods such as iron, flour and lumber to eastern markets.

By 1886, a new business, the Shenandoah Pulp Company, had built a dam, head gates, and retaining wall to flood the old canal, creating Lake Quigley. The new

lake provided a water supply for the turbines of the pulp company. For 50 years, waterpower enabled the pulp company to successfully produce paper pulp and later, hydroelectric power.

The flood of 1936 ended water powered industry in the Harpers Ferry area. The dam on the Shenandoah was destroyed, the lake abandoned, and the pulp company closed. Gradually, the area was reclaimed by nature. Floods continued, filling in most of Lake Quigley with silt. Special types of plants, such as cattails and arrowhead, took root in this shallow water, attracting wood ducks, muskrat, and other wildlife to feed on the new growth. Ignored by man, the marsh at Harpers Ferry had returned to a natural state. It had become a wetland.

Wetlands Wildlife

Lucky visitors might catch a glimpse of the residents of Harpers Ferry's wetland – a muskrat swimming by on its way to its lodge; a wood duck hen herding her ducklings into the brush to hide. Everyone can see the cattails swaying in the breeze or the broad green leaves of the arrowhead in mid-summer.

Without wetlands, these sights would be rare. Many creatures could not survive without these marshy areas, including muskrats, beavers, and wood ducks. One-third of all threatened and endangered animals and an estimated one-half of all threatened and endangered plants are found only in wetlands. Without these wet areas scattered throughout the country, migratory birds would have no place to stop for food and rest on their migrations. Many of these long flights end when birds reach a wetland suitable for raising their young.

Plants and animals are not the only species to benefit from the abundance in wetlands – humans gain as well. A wetland is not only a great place to observe wildlife, but

also provides food. For example, almost two-thirds of our commercial seafood harvest comes from the salt marshes along our coasts. From crawfish to cranberries, blue crabs to shrimp, many fine foods come from wetlands.

Wetlands also prevent waste and pollution from reaching our rivers, lakes, and oceans. Wetlands filter and trap the pollutants in sewage. In some instances, excess fertilizers and waste products decompose into inert, harmless substances, or become nutrients for wetland plants. The potential use of wetlands for sewage treatment is just beginning to be developed.

Millions of tax dollars could be saved on flood control if we preserve and protect our wetlands. The marshes and swamps along the rivers and the coast act as the most efficient water trapping devices in nature. In addition, they serve as buffers against erosion. The U.S. Army Corp of Engineers considers a wetland to be a valuable ally in the fight against flood damage.

Wetlands have many benefits, known and unknown. The marsh at Harpers Ferry gives us an opportunity to observe and learn from a natural resource that has been neglected and destroyed for centuries in America.



Great Blue Heron in Flight
Year: 2008

Image Credit: U.S. Fish and Wildlife Service
line art by Tom Kelley

Prices as advertised in the Virginia Free Press 1850s

Lard - 12 ½ cents per pound.	Candles - 2 ½ cents each.
Bacon - 11 cents per pound.	Iron Shovel - 75 cents each.
Ham - 20 cents per pound.	Soap - 6 cents per pound.
Spare Ribs - 5 cents per pound.	Ball of Thread - 10 cents each.
Potatoes - 13 cents per peck.	Calico - 9 cents per yard.
Corn Meal - 25 cents per peck.	Cashmere - \$1.25 per yard.
Rice - 8 cents per pound.	Cotton Goods - 12 ½ cents per yard.
Wheat Flour - \$6.00 per barrel.	Gingham - 12 ½ cents per yard.
Salted Codfish - 6 ½ cents per pound.	Muslin - 55 cents per yard.
Cheese - 12 ½ cents per pound.	Ribbon - 55 cents per yard.
Cane Sugar - 15 cents per pound.	Scissors - 50 cents per pair.
Crackers - 12 ½ cents per pound.	Sewing Needles - 6 cents each.
Ear Corn - 60 cents per bushel.	Writing Paper - 2 cents per sheet.
Eggs - 10 cents per dozen.	Ink - 15 cents per bottle.
Tea - \$1.00 per pound.	Medicine - 40 cents per bottle.
Beans - 10 cents per pound.	Medicated Prunes - 25 cents per can.
Bread - 11 cents per loaf.	Cridler's Patent Medicine for Killing Worms - 25 cents per bottle.
Cake - 25 cents each.	Hair Dye - 25 cents per bottle.
Currants - 12 ½ cents per pound.	Nails - ½ cent per nail.
Live Hen - \$1.00 each.	ASK ABOUT OUR MOURNING GOODS!
Wine - 50 cents per bottle.	Wool Hoop Skirts - \$1.00 - \$2.50 each.
Port Wine - \$1.50 per bottle.	Hair Nets (Snoods) - \$1.00 each.
Whiskey - \$4.00 per gallon.	Bonnets - 87 ½ cents each.
Jamaica Rum - 37 cents per pint.	White & Colored Corsets - \$2.00 each.
Brandy - 50 cents per pint.	Gloves - \$1.00 per pair.
Porter and Brown	Black Silk Mittens - 12 ½ cents.
Stout Beer - 30 cents per bottle.	Undersleeves - 50 cents per pair.
Tobacco - 50 cents per pound.	Men's Coats - \$2.25 - \$4.00 each.
Cigars - 5 cents each.	Fancy Belts - 25 to 75 cents each.
Stove Coal - \$10.00 per ton.	Men's Shoes - 62 cents to \$1.40 per pair.
Coal Oil - \$1.25 per gallon.	Silk Vail - \$1.50 each.
Glass Lantern - 85 cents each.	Cotton Socks - 33 cents per pair.
Coffee Pots - 30 cents each.	Men's Boots - \$6.50 - \$8.25 per pair.
Tea Kettle - 75 cents each.	Men's Dress Shirts - \$1.25 each.
Crochet Needle - 10 cents each.	Shirt Collars - 15 cents each.
Matches - 1 cent for 2 boxes.	Ties - 35 cents each.
Saddles - \$20.00 each.	Vests - Cotton & Silk - 90 cents to \$4.50 each.
Door Spring - \$1.00 each.	Cotton Suspenders - 60 cents per pair.
Gold Bordered and Painted Window Shades - 65 cents each.	Work Shirts - 65 cents each.
Tar in Half Barrel - \$4.00 each.	Night Shirts - 75 cents to \$1.00 each.
Garden Seeds - 2 cents per package.	Hats, Wool Felt - \$3.87 to \$5.00 each.
Milk Cocks - 12 cents each.	Panama Hats - \$2.50 each.
Gallon Jugs - 25 cents each.	Wood Cane - 35 cents each.
Broom - 13 ½ cents each.	Straw Hat - 80 cents to \$1.00 each.
Water Buckets - 31 ¼ cents each.	



Image Credit: West Virginia State Archives, Boyd B. Stutler Collection, Charleston, WV

Head-Quarters,

OFFICE PROVOST MARSHAL,

186

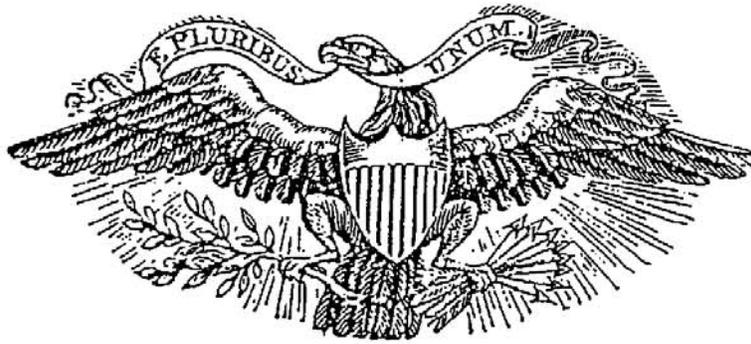
OATH OF ALLEGIANCE.

I,

do solemnly swear that I will bear true faith, allegiance and loyalty to the Govern-
ment of the United States, and support, protect, defend and sustain the Constitution,
Government and laws thereof; that I will maintain the National Sovereignty in
its integrity, any ordinance, resolution, or law of any State, Convention or Legisla-
ture to the contrary notwithstanding. That I will discourage, discountenance and
forever oppose secession, rebellion and the disruption or severance of the Union; that
I disclaim and abjure all faith, fellowship or sympathy with the so-called Confederate
States and Confederate Armies, and pledge my property and my life to the sacred
performance of this my solemn Oath of Allegiance to the Government of the United
States. And further, I will not attempt to trade or have any correspondence
directly or indirectly, or have any business transactions whatever with any person living
in the so-called Confederate States, unless under the proper Military supervision and
approval. And that I do this with a full determination, pledge and purpose, with-
out any mental reservation or evasion whatever, and that I will well and faithfully
perform all the duties required of me as a true and loyal citizen of these United States.
So help me God.

WITNESS:

.....
and Provost Marshal.



I, _____, desiring to enlist in the Army of the United States for a period of five years, do declare that I am _____ years and _____ months of age; that I have neither wife nor child; that I have never been discharged from the United States service on account of disability, or by sentence of a court-martial, or by order before the expiration of a term of enlistment; and I know of no impediment to my serving honestly and faithfully as a soldier for five years.

Witness _____

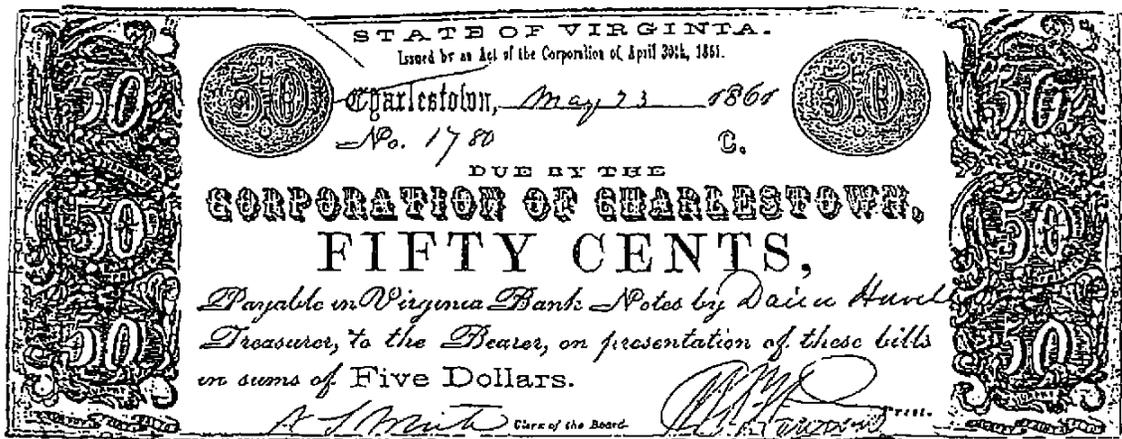
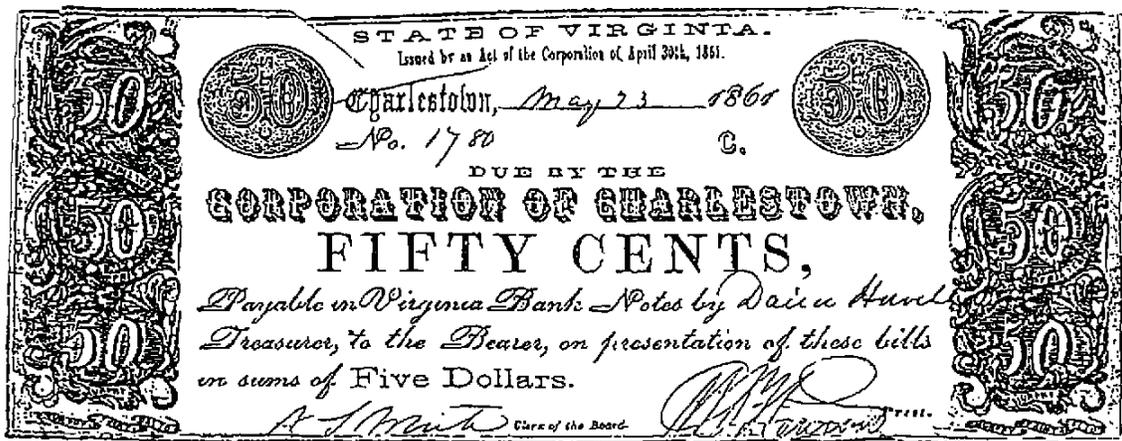
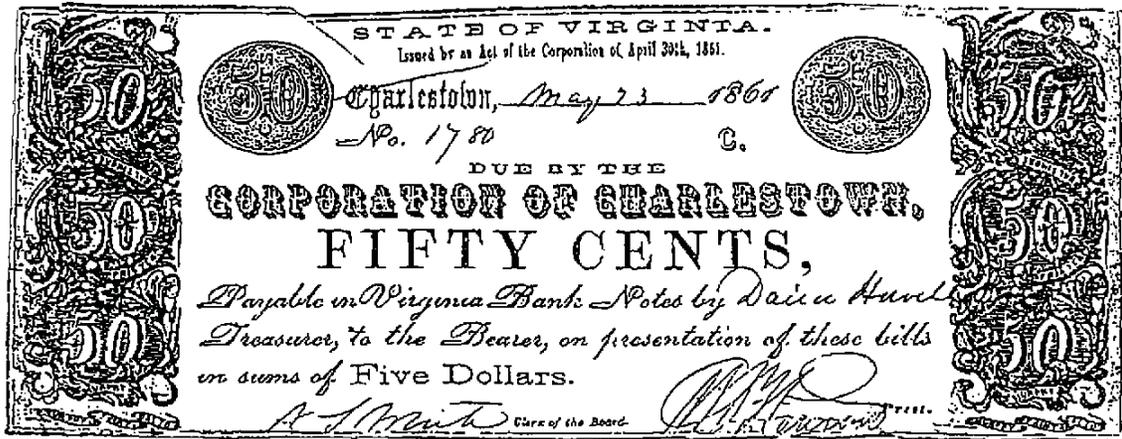
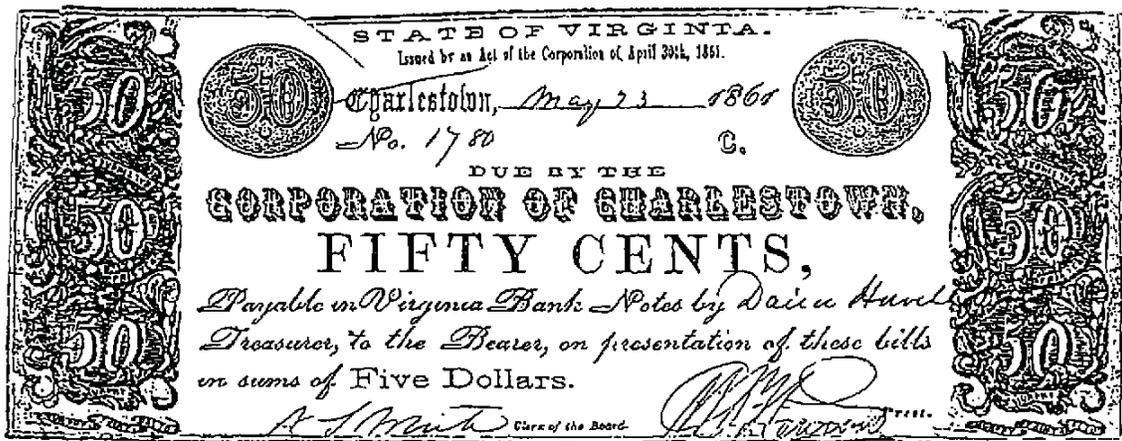
I CERTIFY, ON HONOR, That I have carefully examined the above named recruit, agreeably to the General Regulations of the Army, and that in my opinion he is free from all bodily defects and mental infirmity, which would, in any way, disqualify him from performing the duties of a soldier.

EXAMINING SURGEON

I CERTIFY, ON HONOR, That I have carefully inspected the recruit, _____ previously to his enlistment, and that he was entirely sober when enlisted; that, to the best of my judgement and belief, he is of lawful age; and that, in accepting him as duly qualified to perform the duties of an able bodied soldier, I have strictly observed the Regulations which govern the recruiting service. This soldier has _____ eyes, _____ hair, _____ complexion, is _____ feet _____ inches high.

RECRUITING OFFICER

Sworn and subscribed to, at _____ this _____ day of _____ 18__.







OFFICE PROVOST MARSHAL,

Haypo's Ferry, Va., 1864.

I hereby make solemn Oath, and give my parole of honor, that I will in every respect demean myself as a true, loyal, and law-abiding Citizen of the United States, neither doing myself, or aiding, or abetting, or countenancing in others nor act prejudicial to the good of the United States, and its Civil and Military Laws. Furthermore, that I will not correspond with any parties in the States now in rebellion, neither by word, letter, or sign, unless under the proper military supervision; that I will not attempt to trade myself, or be interested in any commercial transactions, directly or indirectly, in which Goods, Wares, or Merchandise are sent, or carried into, or designed to be carried into, any of the States above mentioned, nor attempt to go into any of those now in rebellion.

Sworn and Subscribed to before me this
of 1864
.....
Capt.
and Provost Marshal.



OFFICE PROVOST MARSHAL,

Haypo's Ferry, Va., 1864.

I hereby make solemn Oath, and give my parole of honor, that I will in every respect demean myself as a true, loyal, and law-abiding Citizen of the United States, neither doing myself, or aiding, or abetting, or countenancing in others nor act prejudicial to the good of the United States, and its Civil and Military Laws. Furthermore, that I will not correspond with any parties in the States now in rebellion, neither by word, letter, or sign, unless under the proper military supervision; that I will not attempt to trade myself, or be interested in any commercial transactions, directly or indirectly, in which Goods, Wares, or Merchandise are sent, or carried into, or designed to be carried into, any of the States above mentioned, nor attempt to go into any of those now in rebellion.

Sworn and Subscribed to before me this
of 1864
.....
Capt.
and Provost Marshal.



OFFICE PROVOST MARSHAL,

Haypo's Ferry, Va., 1864.

I hereby make solemn Oath, and give my parole of honor, that I will in every respect demean myself as a true, loyal, and law-abiding Citizen of the United States, neither doing myself, or aiding, or abetting, or countenancing in others nor act prejudicial to the good of the United States, and its Civil and Military Laws. Furthermore, that I will not correspond with any parties in the States now in rebellion, neither by word, letter, or sign, unless under the proper military supervision; that I will not attempt to trade myself, or be interested in any commercial transactions, directly or indirectly, in which Goods, Wares, or Merchandise are sent, or carried into, or designed to be carried into, any of the States above mentioned, nor attempt to go into any of those now in rebellion.

Sworn and Subscribed to before me this
of 1864
.....
Capt.
and Provost Marshal.

PROCLAMATION!



IN pursuance of instructions from the Governor of Virginia, notice is hereby given to all whom it may concern,

That, as heretofore, particularly from now until after Friday next the 2nd of December, STRANGERS found within the County of Jefferson, and Counties adjacent, having no known and proper business here, and who cannot give a satisfactory account of themselves, will be at once arrested.

That on, and for a proper period before that day, strangers and especially parties, approaching under the pretext of being present at the execution of John Brown, whether by Railroad or otherwise, will be met by the Military and turned back or arrested without regard to the amount of force, that may be required to affect this, and during the said period and especially on the 2nd of December, the citizens of Jefferson and the surrounding country are *EMPHATICALLY* warned to remain at their homes armed and guard their own property.

Information received from reliable sources, clearly indicates that by so doing they will best consult their own interests.

No WOMEN or CHILDREN will be allowed to come near the place of execution.

WM. B. TALLIAFERRO, *Maj. Gen. Com. troops,*
S. BASSETT FRENCH, *Military Sec'y.*
THOMAS C. GREEN, *Mayor,*
ANDREW HUNTER, *Asst. Pros. Att'y.*
JAMES W. CAMPBELL, *Sheriff.*

November 28th, '59.

Spirit Print.

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