

# A MOSBY PRIMER



John Singleton Mosby, *his* Rangers,  
and the Virginia Piedmont Heritage Area



## Who Was Mosby?

Born in Powhatan County, Virginia and later raised within view of Jefferson's Monticello, **John Singleton Mosby** was University of Virginia-trained, a small town Virginia lawyer, a member of the local militia in Washington County, and opposed secession when the War broke out in 1861. When his stated called for her sons to respond, his unit was called up, becoming part of the 1<sup>st</sup> Virginia Cavalry.

He showed extra-ordinary ability as a *cavalry* scout. At the end of 1862 when Mosby was detached from General J.E.B. Stuart's headquarters to operate behind enemy lines, he was a 29-year-old lieutenant raised on stories of Francis Marion, the "Swamp Fox" of the American Revolution. Stuart's chief scout, he was given the chance of a lifetime, the chance to prove a pet theory formed through years of studying military history, such as *Napoleon's Maxims*. He believed that a minimal number of men staying at safe houses over a large rural area, could launch surprise cavalry attacks by day or night when a signal for a rendezvous was given with devastating impact. Attacks on cavalry outposts of the Union cavalry screen about Washington, guard stations, U.S. Military Railroad junctions, depots, and trains, and supply wagon trains could not only weaken the morale of the enemy invader—*fear* is a powerful weapon—but tie up thousands of his troops needed for operations against the main Confederate forces.

Mosby's operations over 28 months proved he was right. He became known as "the Gray Ghost" by fearful federal forces, his raids became the stuff of legend, and nearly 14,000 Union troops were tied up by his operations. Some 1,911 men joined *Mosby's Rangers*. In *Mosby's Confederacy*, he was the law. After the War, stories of "Colonel Mosby" were balm to a defeated South, and became the stuff of legend.

*Mosby* moved on after the Civil War, returning to the practice of law, with his office at No. 1 Wall Street, Warrenton. There he lived first outside of town at a house known as "Road Island" then moved in to town to "Brentmoor" at 173 Main Street. That house sits next to the Warrenton-Fauquier Visitor Center.

Mosby befriended Union General Ulysses S. Grant after the War, and became close when he was President. He became a supporter of Grant when he ran for re-election in 1872, an unpopular thing to do in postwar Virginia, where Republicans were blamed for the "War of Northern Aggression," Reconstruction, corruption, and, of course, being anti-Southern white. When someone shot at him one day in Warrenton because he had become a Republican, Mosby decided it was time to leave Virginia for his safety and that of his children. He took an appointment from President Hayes as U.S. Consul to Hong Kong, serving from 1879-1885. Later, he was an attorney for the Southern Pacific Railroad in San Francisco, working for Leland Stanford until himself, and was generally his irascible, maverick old self. He died Memorial Day 1916 in Washington, and after a funeral attended by 3000, was buried with his wife and children at Warrenton, Virginia. His grave can easily be found by the white Confederate memorial at the top of this cemetery at the end of Lee Street.

*In retrospect, we certainly do know this of Mosby:* a regular Confederate colonel by the end of the Civil War, certainly no horse thief but a master of legalized guerilla tactics, Mosby's understanding of cavalry, of reconnaissance and its value, and of the psychological aspects of war are among the most outstanding ever seen in American military history. Himself inspired by the American Revolution's "Swamp Fox"—Francis Marion—Mosby went on to be the inspiration for the Second World War's General George S. Patton. In California, Mosby used to visit Patton's family and take young Georgie down to the beach below the house to re-enact some of his exploits with the boy beside the Pacific.

## Mosby's Rangers

John Singleton Mosby started with 9 of Confederate Cavalry commander J.E.B. Stuart's cavalymen on detached duty in Loudoun and Fauquier counties in early January 1863. Stuart supplied several more two weeks later. Mosby had immediate success with surprise attacks against the Union cavalry screen and its many small outposts on the Loudoun-Fairfax county line. This led men home on leave to join them, boys ages 16 and 17 to beg to join them (*were they old enough, you ask--ever see a high school football game?*), infantry convalescent's to join them, and Stuart to allow limited transfers of men to the Rangers. The force grew in size, until some 1,911 men had served under Mosby.

Like land privateers, these "partisan" Rangers were allowed to keep what they took from Yankees. Mostly they took pistols, carbines (short repeating cavalry rifles), and *horses*. Most of the Rangers possessed 4 pistols and 4 horses to be always ready and well-armed for a raid with a fresh horse. Other materiel was sold to the Confederate Army or given to homeowners who took the risk of boarding rangers locally. *Real* coffee was welcome, of course—Mosby may well have been addicted!

Mosby's unit was formalized as the 43<sup>rd</sup> Battalion (later *Regiment*) of Virginia Cavalry on June 10, 1863 in the Rector House parlor at Rector's Crossroads, to-(Atoka). One of only two units allowed to remain partisans in the Confederate Army, they took orders directly from President Davis, General Robert E. Lee, or Stuart. Raids were coordinated with other Confederate military activity.

## The Rangers' Goal: Psychological Intimidation

To win a war when you are outnumbered and outsupplied, a mixture of fine strategy and psychological tactics must be used—not unlike what the South's heroes of the American Revolution had done. Mosby was himself a keen student of history—he knew well how the underdog revolutionaries in the American Revolution had won their independence from Great Britain. Thus his overall strategy focused on lowering Union morale and tying up their troops uselessly.

Usually, the goals of the Rangers were to demoralize the Union cavalry screen west of Washington, to attack Union supply trains, wagon trains, communications, and outposts. In 1864-65, many of the Rangers' raids focused on the northern Shenandoah Valley at the same time, aimed at disheartening General Philip Sheridan's invading Union army. Mosby realized a simple fact: the Yankees would have to tie up men guarding a thousand points, he would only have to attack one. In a classic poem written after visiting his cousin Colonel Henry Gansevoort of the 13<sup>th</sup> New York Cavalry on duty on the Union cavalry screen, *Moby Dick* author Herman Melville wrote a classic poem about Mosby, "*The Scout Towards Aldie*." The first three stanzas nicely capture Mosby's psychological effectiveness:

The cavalry-camp lies on the slope  
Of what was late a vernal hill,  
But now like a pavement bare--  
An outpost in the perilous wilds  
Which ever are lone and still;  
But Mosby's men are there --  
Of Mosby best beware.

Great trees the troopers felled, and leaned  
In antlered walls about their tents;  
Strict watch they kept; 'twas Hark! and Mark!  
Unarmed none cared to stir abroad  
For berries beyond their forest-fence:  
As glides in seas the shark,  
Rides Mosby through green dark.

All spake of him, but few had seen  
Except the maimed ones or the low;  
Yet rumor made him every thing--  
A farmer--woodman--refugee--  
The man who crossed the field but now;  
A spell about his life did cling --  
Who to the ground shall Mosby bring?

Mosby's value was not just on what he *did* to, but on what he was able to make his enemy think he *would* do. After Mosby's March 1863 on Fairfax Courthouse in which he captured a Union general from amidst 3500 sleeping Union cavalymen, bridges at Washington, D.C. had boards pulled up and cannons rolled into place each night to prevent Mosby from kidnapping President Abraham Lincoln.

## A Local Connection: Rangers Stayed at Safe Houses

John Singleton Mosby knew that if his raiders had a camp, sooner or later federal troops would find it and capture his men. Instead, Mosby requested that patriotic Virginians board his men in their houses. At a time when most of their men folk were away in the Confederate Army, and when slaves were often running away with the Emancipation Proclamation having been issued by the Union President, having

the charm, brains, and brawn of young Mosby Rangers in the household was a distinct blessing. To the teenage girls of these households, it also meant a considerable improvement in their flagging social lives—dances, card games, entertainments, moonlit walks and sleigh rides, and always, tails of bravery and bravado right out of *Ivanhoe* would now be their regular fare. Mosby's young Rangers loved to show off their simultaneous riding and shooting skills for the young ladies, who, desperately fanning themselves, felt young hearts go pitter-pat.

Yet there was great risk in hiding Mosby's men in your house. Harboring "partisan guerillas" was more than enough legal cause to have you arrested by federal troops. Houses in "Mosby's Confederacy"—from the Snickersville Pike to the Manassas Gap Railroad, from the Blue Ridge to the Bull Run Mountains--were searched again and again as the war dragged on. Amanda Virginia Edmonds of Belle Grove in Fauquier wrote of this:

*Much to our surprise, mortification and sorrow the slumbers of the house-hold were aroused by the rattling of swords and the clatter of horses, which fortunately made known to our dear soldiers that something was wrong. Bud jumped from his bed and there to his utter surprise were Yankees dashing up. Bud with Mr. Alexander and George dashed down the stairs where Ma and I met them nearly frightened to death. They dashed to their secret hiding place followed by overcoats, pistols and everything I could grab up...*

Today in the Mosby Heritage Area, hundreds of family stories abound of run-ins the Gray Ghost and his many citizen supporters had with federal troops in the area.

## The Great Burning Raid in Loudoun & Fauquier: Union Payback for Mosby's Civilian Support, Autumn 1864

Mosby relied heavily on the local farmers to supply forage for his men's nearly 1600 horses. Often leaving on two raids a day by the autumn of 1864, there was inevitably a detail led by Mosby's quartermaster, "Major" Hibbs going on a "corn raid" for forage. By that time, resources in southern Loudoun and northern Fauquier were being exhausted, and the target became the non-participating Quaker families whose sons stayed home and whose farms accordingly prospered. Paid in Confederate money, scrip, and IOUs, these Quakers unhappily cooperated.

And so it was that exasperated federal troops decided to *burn* Mosby out, destroying his base of support—the local farmers. The first burning was seen in Clarke County in August, 1864. More was seen in the Shenandoah Valley in October.

On November 28, 1864, on orders from General Sheridan, General Wesley Merritt and some 5000 federal cavalrymen came from Winchester in to the Loudoun Valley to destroy it—from the Catoctin-Bull Run Mountains to the Blue Ridge, from the Potomac to the Manassas Gap Railroad (paralleling modern-day I-66). They had orders to burn every barn, shed, grain mill in this two-county area; to destroy all crops and farm machinery; to confiscate all horses, cows, sheep, pigs, and goats; and to arrest all men between the ages of 15 and 50 regardless of their

wartime sympathies. Over the next five days they did just that. The damage was horrendous to Confederates and Unionists, white and black alike. Ketoclin Church near Purcellville recorded in its minutes:

*No congregation or preaching [be]cause some of the Federal cavalry were in the settlement ... Tuesday, Wednesday, and Thursday. Burnt nearly all our barns with their contents, much corn, all the wheat, oats, hay and straw they could find, many outbuildings and fencing besides several valuable dwelling houses with their contents and robbing many others. They also drove off all the horses, cattle, and sheep they saw making loss to that part of the county....from two to three millions of dollars. Therefore each and every person had as much as they could do on Friday and Saturday to get things in some kind of order....*

If Mosby's form of psychological warfare made inroads to modernity, so did the horrific results it engendered. The fury of war seen in the Virginia Piedmont Heritage Area in the last year of the Civil War would leave a lasting imprint on the region's memory. Other than our current massive growth and change in the demography of the region, it may be the biggest thing that ever happened. Here, people with old homes still speak of whether their barn is "original" or "rebuilt."

## Visiting the battlefield of Mosby: the Virginia Piedmont Heritage Area...

"I have been almost repaid for my march here in enjoying the scenery of this beautiful country. It is decidedly the finest part of the Old Dominion I have yet seen, both as regards fertility of soil and the beauty of scenery . . ."

--S.C. Volunteer, J.N. McLure, 1861

**The Virginia Piedmont Heritage Area** was created in 1995 and called for some years the Mosby Heritage Area. It sought to promote preservation of a key 1800-square mile historical area of natural beauty and preserved history in northern Virginia, including Loudoun, Fauquier, western Prince William, Clarke, and Warren counties. Often dubbed "hunt country," this handsome region of historic villages, courthouse towns, farms, winding roads, and the Blue Ridge with its foothills has one of the largest areas preserved by individual conservation easements on the East Coast. For the Civil War buff, it is hallowed ground. First and Second Manassas, Balls Bluff, Unison, Rappahannock Station, Aldie, Middleburg, Upperville, Auburn, Buckland, Bristoe Station, Cool Spring, Berryville—all here, amid mountains, villages, beautiful farms, wineries, and fine scenery. The physical heritage remaining from the almost folklorish Mosby story is particularly striking. In 2020, the Board of Directors of the heritage area voted to shift its 25-year-old moniker to a more inclusive one, and is now the Virginia Piedmont Heritage Area, yet retains its primary goal: "*Preservation through education.*"

The Virginia Piedmont Heritage Area is a 501c(3) non-profit educational organization. We are a membership organization—please consider joining us—[www.piedmontheritage.org](http://www.piedmontheritage.org).

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## *Hunting the Gray Ghost*

### **TOUR 1: The Mosby Mystique.**

***Tour 1, The Mosby Mystique* will help you understand how Mosby operated and just how effective he was. Included in the tour are some of the classic still-extant pieces of the historical Mosby landscape. If you take only *one* tour of Mosby's Confederacy, this is a good tour to take. The tour begins at Aldie in Loudoun County, the gateway to the Virginia Piedmont Heritage Area, passes through Middleburg, goes out into the countryside of Fauquier County, then ends at Rector's Crossroads (today's Atoka) at VPHA's offices.**

#### **STOP 1--Mount Zion Church rendezvous and skirmish site.**

Here in front of a plain 1851 Primitive Baptist Church at the intersection of the Carolina Road and Little River Turnpike, Mosby and fifteen Rangers held their first "rendezvous" before a raid early on the morning of January 26, 1863 in eight inches of snow. The raid would be a classic, sallying east against the Union cavalry screen in Fairfax County, Washington's early warning system. Such pre-raid gatherings would become the *modus operandi* for Mosby's Command during 1863-



65. This church would be passed on dozens of raids and scouting missions by the Rangers over the next 27 months. Near here on June 22, 1863 a war correspondent for the famed *New York Herald*, Lynde Walter Buckingham, was chased by Mosby's men as he sought to return to Washington to post his dispatches on the cavalry battles of Aldie, Middleburg, and Upperville. He took a fatal fall from his horse. The church was then being used as a hospital; Buckingham died there. Well-known Civil War sketch artist Alfred Waud dug his grave in the churchyard next day. [He

has since been moved.] A year later, Federal cavalry searching Loudoun for Mosby's Rangers did not know that the Rangers had followed them out of Leesburg on the morning of July 6, 1864.. The "California Battalion" from the 2<sup>nd</sup> Massachusetts and 13<sup>th</sup> New York Cavalry stopped along the turnpike (Route 50) just east of Mount Zion Church in the late afternoon for coffee and to water their horses. Mosby's men, using back roads, went around and further east of them. With cannon and cavalry, the hunted attacked the hunters, charging west on the southern side of the turnpike, smashing into the federals' quickly formed line of battle. Falling back to Mt. Zion Church, the federals lost 13 killed, 37 wounded, and 55 captured. The church graveyard has grave markers for the federal soldiers lost that day. The Church, maintained by NOVA Parks, is open fourth Sundays spring through fall, with interpretive signage in the churchyard and adjacent Old Carolina Road trace.

*Directions: At the Route 50/Route 15 traffic circle at Gilbert's Corner just east of Aldie, VA (12 miles south of Leesburg, 20 miles west of Fairfax Courthouse), head east on Route 50 one mile. Mount Zion Church stands at the south side of the third traffic circle to the east at #40309 John Mosby Highway. The small, simple, brick church has no steeple but is clearly signposted.*

#### **STOP 2--Aldie Mill, site of "the Aldie Races,"**

**Monday, March 2, 1863.**

The 1807-09 Aldie Mills complex sat in the village of Aldie during the Civil War. Ultimately, there was a merchant mill, country mill, lumber mill, and whiskey



distillery here. Aldie mills sat in the Aldie Gap in the Bull Run Mountains, the first major Appalachian ridge west of Washington. Crossing through *this* gap into the Loudoun Valley by 1863 meant you had entered "Mosby's Confederacy"—a fact that left Union soldiers suitably uneasy. Writer Herman Melville of *Moby Dick* fame wrote of this region, "*As glides in seas the shark rides Mosby through green dark . . .*" The 18<sup>th</sup> Pennsylvania Cavalry rode by Aldie Mill early on March 2, 1863, heading to nearby Middleburg

for Mosby's men. They lined the shivering citizens up to search the houses. Finding no Rangers, they took several boys and old men prisoner and freed a number of enslaved women and children. Returning past Aldie Mill heading east, they raced off the turnpike when they encountered unknown cavalry and panicked, leaving both prisoners and the newly freed behind. Fellow Mosby hunters of the 1<sup>st</sup> Vermont Cavalry watched, amused, before continuing west to Aldie Mill where they stopped for a coffee break. Meanwhile, an infuriated Mosby was coming from Middleburg with 16 Rangers, having heard citizen tales of woe on the morning's scout. The Yankees, on their first mission and not knowing the number of Rangers involved, fled at the 'Rebel yell' or jumped into the flour bins of the mill to hide. Mosby, it turns out, was riding a recently captured Union horse. It sped toward the stone bridge still just east of the mill. Seeing a wall of Yankees beyond and unable to control his mount, with his famed squirrel's grace, Mosby decamped into Little River--a sight to see! The fight was short and sharp. Soon, a mud-covered Mosby, the captured flour-coated federals, and the freed Middleburg captives, and the briefly emancipated proceeded *en parage* to Middleburg, much to the satisfaction of local citizens. This famed incident has come to be known as "the Aldie Races" in deference to its nature. The mill is open on Saturdays and Sundays April to November and still grinds when water flow is sufficient. It is operated by NOVA Parks. Walk the well-signed grounds!

*Directions:* Aldie Mill sits along Route 50 in Aldie at 39401 John S. Mosby Highway, Aldie VA 20105—you will see it on the south side of the highway (on your left heading west) after crossing the narrow stone bridge over Little River—that Mosby jumped from!

### STOP 3—Mosby's Hill, a psychological tool used by the Gray



**Ghost against federal soldiers.** A little less than a mile west of the village of Aldie rises a long, low, barren hill paralleling the John S. Mosby Highway (Route 50)—the old turnpike. Mosby often watched federal turnpike traffic from this hillside perch, which usually left him perfectly

silhouetted against the sun, and thus mysterious and foreboding.



Some Union forays simply turned back upon seeing him as it was unclear how many others might be accompanying him. Mosby, who often scouted alone, was wonderfully adept at his use of psychological warfare and the power of suggestion.

*Directions:* Look for Champe Ford Road on your left as you head west from the village limits of Aldie on Rte. 50. It is approximately 0.5 mile. Get up close to Mosby's Hill by heading down this dirt road and pulling over just before the narrow bridge. Walk over the bridge and look right over the stone wall towards the southwest. There are some trees growing on Mosby's Hill now.

### STOP 4—Dover, a crossroads often used as a Ranger

**Rendezvous.** This tiny crossroads village and mill site east of Middleburg served as Mosby's Rendezvous before the most famous of all of his raids. The Fairfax Courthouse Raid of March 8 & 9, 1863, "gobbled up" youthful Union General Edwin H. Stoughton



from his bed and delivered him as a prisoner-of-war to Confederate General Fitzhugh Lee. The brick Dover house on the left, original roads, and small mill building on the right are still here from 1863. Few of the Rangers leaving Dover knew their snow-bound target was ten hours away through the outer defenses of Washington.

*Directions:* Dover sits just under two miles west of Aldie Mill and a third of a mile beyond Mosby's Hill; it is signposted and lies where Cobb House Road comes out to Rte. 50. Pull over on the right side.



**DRIVE-BY MOSBY SITE TO NOTE. Oakham Farm. ►**

At this whitewashed stone farm, Mosby's Rangers were born! Owned by Hamilton Rogers, Confederate General J.E.B. Stuart stopped here for the night December 29, 1862 after his successful post-Christmas "Dumfries Raid", many miles from their starting point at Fredericksburg. Rogers had several lovely daughters, a plus for that evening's sparkling entertainment. Here, Stuart's star scout John S. Mosby proposed that he be allowed to conduct special operations and intelligence gathering behind Union lines from here in the Loudoun Valley. Stuart gave his approval. Mosby soon returned in early January--with a small but talented core of his future command from the 1<sup>st</sup> Virginia Cavalry in tow.

*Directions: Oakham lies in a grove of trees on the north (right) side of Route 50 at the top of the hill that ascends out of Dover.*

**STOP 5—Lorman Chancellor House, home of Mosby's compatriot and Civil War Middleburg mayor.** Mosby worked to retain excellent relations both with his military superiors and with members of the Confederate civilian government, keeping in regular touch with General J.E.B. Stuart, General Robert E. Lee, and Confederate President Jefferson Davis. Similarly, as Provost



Marshal of Loudoun and Fauquier counties, he met with local government officials to keep the wheels of his mission grinding smoothly. Here at the fine stone home of Middleburg Mayor Lorman Chancellor, Mosby ate dinner before the vaunted Fairfax

Courthouse Raid, Sunday March 8, 1863. He told the mayor before leaving on the raid, "*I shall mount the stars tonight or sink lower than the plummet ever sounded.*" Earlier, on January 29-30, the first federal hunt for Mosby had taken place following his raid from the initial Mount Zion Church rendezvous. Rangers Mosby and Font Beattie, staying at the Chancellor House, were awakened by a servant. *Rapidly* departing, they gathered a squad of seven

additional Rangers, and boldly attacked Colonel Percy Wyndham's column departing Middleburg at the end of a fruitless search.

*Directions: The stone Lorman Chancellor House sits on the south (left) side of Rte. 50 at the top of the hill as you enter Middleburg at the corner of S. Jay Street. The house is privately owned.*

**STOP 6--The Red Fox Inn, Middleburg, meeting place of J.E.B. Stuart and Mosby, June 17, 1863.** Known as Beveridge's Hotel in 1863, Mosby met with the arriving General J.E.B. Stuart



here with crucial intelligence concerning the arrival of federal cavalry to the south and east. Keep in mind that Mosby's primary function was the collection of valuable military intelligence. Drinking much coffee, Mosby could ride for

almost two days, and had the ability to retain amazing details for his superiors. Stuart used this inn as his headquarters as a series of cavalry actions developed at Aldie on that steamy Wednesday, June 17, 1863. Subsequently, fighting moved on to Middleburg and Upperville during June 18-21. Mosby would provide crucial intelligence for Stuart during this time, even capturing crucial enemy orders coming from Washington to Union cavalry commander Alfred H. Pleasonton at the start of the campaign.

*Directions: The Red Fox Inn sits on the northeast corner of Route 50 and North Madison street at the lone stoplight in Middleburg. Both a restaurant and an inn, it is open to the public.*

**STOP 7—The Hathaway House, site of Mosby's ultimate "squirrely" feat.** Known in 1863 as "Denton" or "Western View," Mosby stayed here on several occasions, sometimes with his wife Pauline. Most notably, they were here on the night of June 8-9, 1863 when this home of James Hathaway's was surrounded by troopers of the 1<sup>st</sup> New York Lincoln Cavalry. After a fruitless eight-hour search in which only Mosby's pregnant wife, spurs, and horse were found, Mosby climbed in his bedroom window from the large branch of the adjacent black walnut tree in

which he'd been hiding. Mosby, the very definition of "squirrelly," was just 5'6" tall and 125 pounds. Earlier in the War, Mr. Hathaway had given famed Confederate cavalry leader Turner Ashby his favorite white horse, "Tom Telegraph."

*Directions:* Continue west through Middleburg and beyond to where Rte. 50 becomes a divided highway. Take the first crossover



in the median to Zulla Road (Route 709) on the south side of the highway. Follow Zulla for 3.0 miles to Young Road (Route 708) on the right; the Hathaway House is the first house on the right (north) side of Young Road at 0.5 mile west of Zulla Road. The

Hathaway House is private property, but it can be viewed from this quiet dirt road by pulling off to the right side. Mosby and his wife were staying in the rear wing, second floor, near the black walnut tree that still stands at the near (east) side of this 1860 brick house.

**DRIVE-BY MOSBY COUNTRY TO NOTE: The Fauquier back roads near Hathaway House.** Fauquier is classic Northern Virginia hunt country today—horse country—and the still-dirt roads and lovely farms that dot the countryside are little changed from the warren of lanes that Mosby's Rangers knew well and used to their advantage to elude the ever-hunting federal cavalry. Keep to 25 miles per hour, but do not fear our dirt roads. The state maintains them. Do slow down when approaching another vehicle.

*Directions:* From the Hathaway House, continue west on Young Road past Carter's Mill Road to Five Points Road on the right, about a mile. Turn right onto Five Points Road and continue several lovely winding miles to the stop sign at Five Points where the dirt lane comes to the paved Atoka Road, Route 713.

**STOP 8—Five Points, rendezvous and skirmish site.** At this intersection of several roads creating five "points," Mosby's Rangers often met in *rendezvous*. It allowed them to head in a myriad of directions. At the time of the Civil War, many of these

lanes were lined with *stone fences*, literally, a stone wall with a low two-rail worm fence on top for the purpose of keeping horses, cattle, sheep, and goats in their proper fields. One might wonder as well if their purpose was for Mosby's equestrian Rangers to use as mere "show off" points, as they often leapt them in escape during running battles when their frustrated Union opponents could not. This intersection was such a skirmish site. On New Year's Day 1864, it dawned fair and cold, but soon clouded up and began to snow. Eighty Union soldiers of Cole's Maryland Cavalry based near Harpers Ferry arrived at eight in the morning to search nearby Upperville for Mosby's guerillas, then headed on to Rectortown—two miles south of this intersection—to search further. A Ranger rendezvous was coincidentally planned that day at Rectortown for noon. With the Union cavalymen there in the village, the arriving Rangers (worse for wear, perhaps, from New Year's Eve), eerily formed on hillsides around the village in plain view of the troopers hunting for them. Cole's cavalry began their return to Harpers Ferry by pretending to head in the opposite direction—towards Salem (now Marshall)—to fool the Rangers. They soon cut back across the fields to get to the road north to Rector's Crossroads (today's Atoka). The Rangers presently saw their trick. Knowing the local landscape better, Mosby's men headed here to Five Points by a better route to cut them off. Though Mosby's men had only about 30 men against their 80, the power of the Rangers' focused charge here and the immediate loss of the Union commander, Captain Albert M. Hunter, led to a frantic *flight* by the Union force in all directions in search of cover. Many were chased into a frigid stream; 35 of the 80 Union cavalymen were captured. By the end of the day, the captured "Yankees" were suffering from frostbite. Of these Union cavalry captured at Five Points, two-thirds died in Southern prisoner-of-war camps, most at the much-feared Andersonville. Fighting Mosby was brutal business.

*Directions:* This historic intersection comes where Five Points Road hits Atoka Road, Route 713. Here Atoka Road (going two ways, north and south), Carter's Mill Road, and Five Points Road (going two ways, east and west) intersect, creating the five points. You can pull over with flashers on and take a brief scout. It is all private property here. The fight fell back from here north along today's Atoka Road, to your right.

**STOP 9—Lakeland, site of Mosby’s near death and magnificent deception, December 21, 1864.** This Virginia farm belonged to Ludwell Lake. The stone home served as a Mosby



safe house for Rangers Ludwell Lake Jr., William H. Lake, and Henry H. Smith. Here Mosby dined during a sleety reconnaissance with Ranger Tom Love on ribs, biscuits, gravy, and coffee on the night of December 21, 1864. They had earlier been to the wedding of Ranger Jake

Lavinder and a local safe house girl at Rosenvix, southwest of Rectortown, when federal cavalry had appeared at Rectortown. Mosby and Love took the patrol to watch and warn their Rangers should it be necessary. Mosby was not much of a party animal, by all accounts! With the nasty night, Mosby let down his guard, and allowed both himself and Love to eat with Lake, his wife, and two daughters, Landonia Lake Skinner and Sarah Lake, leaving no watch. As they ate, Company E of the 13<sup>th</sup> New York Cavalry surrounded the house. They fired a shot through the window, hitting Mosby in the groin. Love was captured. Thinking on the fly, Mosby put blood from his wound into his mouth, thus convincing the Union surgeon that he was a mortally wounded. Gasping, Mosby told them he was Lieutenant Johnson of the 6<sup>th</sup> Virginia Cavalry and they believed him. So they decided to leave Mosby behind. An enslaved boy was quickly detailed to drive the wounded Mosby to a house about a mile away in case the Union cavalry should return, realizing their error. Years later, the federal officer in charge of the detail introduced himself to Mosby, wondering if he still remembered him. “No,” said Mosby, dead-panning. “*I remember the horse . . .*” [Oof!]



*Photo of Mosby above is from the Library of Congress collection.*

Directions: Turn right (north) onto Atoka Road, Route 713. Lakeland is a stone home on a diagonal lane veering left off Atoka

Road in a southwesterly direction approximately 1.8 miles from Five Points. It is private property; please do not intrude.

**STOP 10--Lake Field School, used to form Mosby’s Rangers.**

Field schools were common in antebellum Virginia—several farmers would pool together to build a small primary school and hire a teacher. At this stone version just south of Rector’s Crossroads, Mosby’s Rangers waited on Wednesday June 10, 1863 as Mosby formed Company A of the 43<sup>rd</sup> Virginia Battalion of Cavalry (“Mosby’s Rangers”) on orders from the Confederate government. The first “election”



of officers for Company A was held here. Mosby had *appointed* those who would be “elected” up at the crossroads in the Rector House parlor earlier in the day. He ran things that way! The tiny school no longer operates. It is private property today.

Directions: The school sits in a wood on the east/right side of Atoka Road, Route 713, 0.6 mile beyond Lakeland.

**STOP 11—Rector’s Crossroads (Atoka), ground zero of the Mosby operation.** Rector’s Crossroads was the intersection of the road to Rectortown that went south to Warrenton and beyond,

the road to Union (or Unison) that then went north to Snickers Gap in the Blue Ridge, and the Ashby’s Gap Turnpike (today’s Route 50) that went west over Ashby’s Gap in the Blue Ridge to Winchester, or east to Aldie, continuing on to Alexandria as the Little River Turnpike. At



this tiny crossroads village sat Denton’s Store where the current Atoka Store sits, a blacksmith’s shop and home, the stone Caleb Rector House, and a stone springhouse. Thus the needs of man and horse could be met before a raid. The store today serves pizza,



sandwiches, and beverages for those of you on your own raid or tour. Route 50 today bypasses the small village that saw more of Mosby's rendezvous than any other site. By 1864, as many as three separate raids or reconnaissance missions might leave Rector's Crossroads on a single day, each headed in a different direction.

*Directions: Rector's Crossroads (Atoka) sits 1.1 mile north of Lakeland where Atoka Road reaches a stop sign. Turn right. Passing the stone Rector House on the right, look for the hole in the stone wall beside it for parking.*

**A. Caleb Rector House, where the 43<sup>rd</sup> Virginia Cavalry was formed and current headquarters of the Virginia Piedmont Heritage Area**

— The Caleb Rector House at Rector's Crossroads is renowned for Major Mosby using it to establish the 43<sup>rd</sup> Virginia



Battalion of Cavalry on June 10, 1863. The home belonged to Caleb Rector and his wife MaryAnn who worked the farm with eight enslaved workers. Here in the parlor (front left of the house) Mosby appointed Captain James William Foster, 1<sup>st</sup> Lieutenant Thomas Turner,

2<sup>nd</sup> Lieutenant William L. Hunter, and 3<sup>rd</sup> Lieutenant George H. Whitescarver as the first officers of Company A of the newly formed 43<sup>rd</sup> Battalion Virginia Cavalry. They were subsequently "elected" by the men of Mosby's command as was required by Confederate Law. Mosby would use Rector's Crossroads many times to rendezvous between 1863-65. General J.E.B. Stuart had his tent pitched here the night of June 22-23, 1863 following the cavalry battles at Upperville on the 21<sup>st</sup>, and here received his orders from Robert E Lee by dispatch rider to proceed north across the Potomac, which ultimately would be to Gettysburg via a route following Mosby's reconnaissance. A very aged Mosby revisited this house in 1915 and asked to sit in the parlor. Later hearing no sound from the parlor, the Rector living here at the time snuck a peak and says she found Mosby lost in tears. He'd told her "he had a little history with the house" when he'd begun this visit just months before his 1916 death. *Memories, memories . . .*

*Directions: The signposted Rector House, stone with light blue trim, sits diagonally opposite the Atoka Store on Route 713, the second house on the right (#1461) as you turn right at the stop sign in the village. The Virginia Piedmont Heritage Area offices are here with brochures, a small exhibit, and helpful information during business hours, most weekdays 9:00 to 5:00. Walking and driving tour pamphlets are available on the back porch.*

**B-Rector springhouse**—This stone springhouse sat next to a blacksmith shop opposite the Rector House at Rector's Crossroads, right along the Ashby Gap Turnpike. It was one of the reasons Mosby often used the location for rendezvous. Rangers stopped here to water their horses and fill their canteens on the way east to the rendezvous at Dover on Sunday March 8, 1863 just before the famed Fairfax Courthouse Raid to catch a federal general.



*Directions: The stone Rector Springhouse sits in a gully between Route 50 and Atoka Road, Route 713, across from the Caleb Rector House.*



**C-Rector's Crossroads blacksmith's house**—While the blacksmith shop that sat between the store and springhouse at Rector's Crossroads in 1863-65 is now gone (replaced by a now-closed white 1926 filling station), the blacksmith's house remains, standing behind the current store. It is a classic simple two-room-down, two-room-up Virginia house, ca. 1830. It is said blacksmith Hamilton Davis was very helpful servicing the rangers' horses before a raid.

*Directions: The blacksmith's house sits behind the Atoka Store at Rector's Crossroads down a short alley. It is privately owned; please be respectful of their privacy.*

**STOP 12—Goose Creek Bridge, a piece of highway history used by the Rangers daily.** The 1803 Goose Creek Bridge just west of Rector’s Crossroads once carried the Ashby’s Gap Turnpike, and later, until 1957, Route 50. The bridge was the site



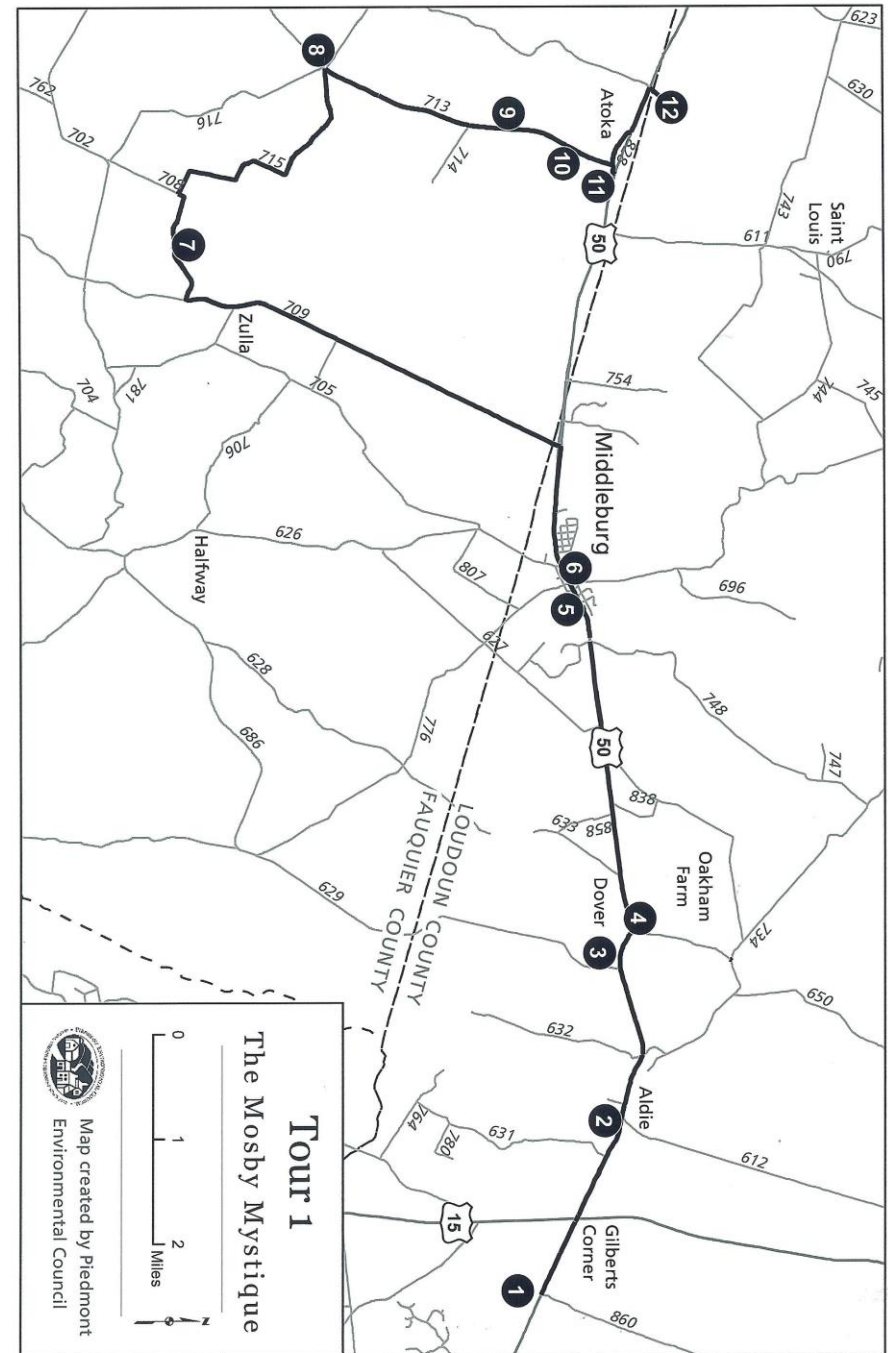
of a significant cavalry battle on June 21, 1863 between J.E.B. Stuart’s cavalry and the federal cavalry of Alfred Pleasonton, part of the Aldie-Middleburg-Upperville campaign. Mosby’s Rangers and pursuing federal cavalry used this turnpike bridge regularly during 1863-65. An

excellent place to *touch* history, walk across this ancient stone bridge to *feel* where Mosby’s Rangers were. The *totality* of the physical heritage left from Mosby story is striking to most visitors!

**Directions:** From the Rector House parking lot, turn left and go one-half mile through Atoka out to Route 50. Turn left (west) on Route 50, and go to the bottom of the hill, where you’ll find Lemmons Bottom Road on the right. It is marked by a Virginia Civil War Trails sign. Go to the end of this short road where there is a small parking lot. A path to the left side of carpark leads straight to the bridge, a path on the right leads to an overlook with interpretive signage. There is a lane from there over to the bridge.

**ACKNOWLEDGEMENTS:** The Virginia Piedmont Heritage Area would like to recognize the work of Mosby historians John Divine, Jim Moyer, Tom Evans, Horace Mewborn, Dave Roth, Don Hakenson, Greg Dudding, Jeff Wert, James Ramage, Eric Buckland, and Dave Goetz and sincerely thank them. Without their research efforts, *Hunting the Gray Ghost* would not have been possible. Jim Moyer and Tom Evans have made information available that has been crucial in locating Mosby sites, work which Don Hakenson and Chuck Mauro avidly continue. We also thank Watsun Randolph of the Piedmont Environmental Council for his excellent map which you see accompanying this tour.

**Tour design, text, photos, and cover** are by Richard T. Gillespie, VPHA Historian Emeritus. © 2023, Virginia Piedmont Heritage Area.





## *Hunting the Gray Ghost*

### TOUR 2— Playing Cat and Mouse in Mosby's Confederacy

***Tour 2, Cat and Mouse in Mosby's Confederacy, explores two key aspects of the Mosby story: civilian involvement with the Gray Ghost, and efforts by the federal government to capture the Confederate government-sanctioned partisan Rangers. Part of Mosby's mission was to protect civilians and keep the laws of Virginia in force. Here, you'll truly get out on the back roads of Mosby's Confederacy. The villages, houses, and lanes are the quintessential image of Northern Virginia hunt country.***

**STOP 1—Welbourne, the classic Mosby “safe house.”** The classic Southern home of Colonel Richard Henry Dulany of the 7<sup>th</sup>



Virginia Cavalry is a fine example of a Mosby “safe house,” boarding Rangers Johnny DeButts, D. French Dulany, Boyd M. Smith, and Lieutenant Thomas Turner. DeButts once was hidden in an upstairs feather bed when Union cavalry came, with

three Dulany children piled on top of him pretending to be asleep. The gallant John Pelham, J.E.B. Stuart's commander of Horse Artillery, stayed here prior to the November 1862 Loudoun Valley campaign. Ranger Lieutenant Thomas Turner left here for the ill-fated Loudoun Heights Raid, January 9, 1864, and never returned. Now a bed and breakfast, you can still stand by the fireplace where the Dulanys learned of and mourned the death of Ranger Turner.

***Directions:*** West of Middleburg 3.5 miles on Route 50, or 0.6 mile east of Atoka on Route 50, turn north onto Route 611, Saint Louis Road. At 1.9 miles, turn left on Welbourne Road, Route 743 and go 1.0 mile to Welbourne's gate on the left.

**STOP 2—Blakeley's Grove, skirmish site.** This is where a skirmish between Mosby's Rangers and Cole's Cavalry culminated on February 20, 1864, a running fight that had begun south of Upperville reached its peak. A federal cavalry force from Harpers Ferry comprised of some 200 members of Cole's Cavalry had searched for Rangers as far southwest as Front Royal and had 11 captured Rangers in tow. The Union force attempted to make a stand behind a stone fence near Blakeley's Grove, where a one-room field school sat on the northeast corner of this intersection on the Upperville-Bloomfield Road. It took three assaults to dislodge the Unionists, who were then chased as far north as Bloomfield but retained their prisoners. Captain W.L. Morgan of the 1<sup>st</sup> New York Cavalry had accompanied the group and here taunted Rangers. He



was shot down by Richard Montjoy as he was shooting at Rangers. Rotund Upperville schoolboy Cab Maddux had watched during recess as the fighting had come through town; thrilled, he grabbed a horse and joined the Rangers for this fight. He stayed 'til the end of the war.

***Directions:*** From Welbourne, turn left out of the driveway and go to the end of Welbourne Road. Bear right onto Millville Road, and continue northwest to the next major intersection where Airmont, Greengarden, and Millville Roads converge. Blakeley's Grove will be on the northeast corner (near right) at the intersection, where another one room school sits. Fighting engulfed the intersection. In 1864, a one-room “field school” sat at the intersection.

**STOP 3—Greengarden, safe house and home of Major Dolly Richards, one of Mosby's two battalion commanders.**

Greengarden was the seat of prosperous Loudoun farmer Jessie Richards. It was also the home of his son Major Dolly Richards who commanded one of the two battalions of Mosby's Rangers, as well as son Thomas Richards who captained Company G by the end of the Civil War. Richards' handsome home near Upperville was a

safe house, boarding his two Ranger sons, John Hipkins, and Robert S. Walker, later founder of Woodbury Forest School. Here on the frigid night of Saturday-Sunday, February 18-19, 1865,



federal cavalry surrounded the house and forced Richards and several other Rangers to dive down a “hidey hole” in a first floor closet. Richards lost a new uniform, but led a mauling counter-attack against the Union force at Mount Carmel Church in

Clarke County, west of Ashby’s Gap (See Tour 3, STOP 6).

*Directions:* At the Blakely’s Grove intersection, turn south onto Greengarden Road (Route 719) and go 1.8 miles to Greengarden on the right at # 22439. A private home, it can be nicely viewed up its lovely farm lane from the road. It is the ultimate “safe house”.

#### **STOP 4—Upperville, key village of “Mosby’s Confederacy.”**

While many associate Middleburg with Mosby, the town the Rangers would best recognize today would be Upperville, an antebellum community in which Mosby’s men shopped, socialized, and went to church. Here they rendezvoused and shared federal booty. You can



still walk through Upperville and see its fine antebellum architecture. There are cemeteries with Civil War dead along Route 50 on the east end of the village, and immediately south of the highway at the Methodist Church on Delaplane Grade Road. You can seek libation and sustenance at the English pub, Hunter’s Head. The village has Virginia Civil War Trails signs at a small park at Vineyard Hill on the east end of town where you can park and also at the west end along Route 50. They tell of the June 21, 1863 cavalry Battle of Upperville. This tiny hunt country town has been called “Virginia in miniature.” You’ll enjoy the small details.

*Directions:* Continue south 0.7 mile on Greengarden Road to Route 50. Turn right and head west; the village is just ahead.

#### **STOP 5—Paris, at the base of Ashby’s Gap, the other village most recognizable to Mosby’s Rangers.**

Paris sits at the base of Ashby’s Gap in the Blue Ridge. It is the gateway to the Crooked Run Valley National Historic District. A stroll through the quiet streets and out south of the village is rewarding not only for its architecture but for its views. Walk down the main street—



Federal Street—and the first house beyond Madison Street belonged to Dr. Albin Payne. Here boarded Mosby Ranger Lewis Thornton Powell, who, when he disappeared in the winter of 1865, became Lewis Payne, Lincoln conspirator, and attempted to assassinate U.S. Secretary of State William Seward the same night Lincoln was killed. The village has amazing views along Gap Run Road, the southern entryway to



Paris, and begs walking with a camera. You can photograph both Ashby’s Gap in the Blue Ridge and the lovely Crooked Run Valley to the south. The Ashby Inn at the main intersection in the village shown at left offers lodging, food, and drink in an historic atmosphere.

*Directions:* Head 3 miles west of Upperville on Route 50 to the stoplight at Route 17. Turn left (south) and go to the next right, Gap Run Road, Route 701. This lane leads into the village with lovely Crooked Run Valley and Ashby’s Gap views as you go.

#### **STOP 6—Mount Bleak, Mosby Ranger safe house at Sky Meadows State Park.**

Like so many houses in the Crooked Run Valley, young Dr. Thomas Settle’s “Mount Bleak” was a Mosby “safe house,” boarding Rangers Abner, Isaac,



and Thomas Settle in the attic. In 1859, Dr. Settle had been the Virginia Medical Examiner who declared John Brown dead after his hanging at Charles Town. After the War, the house was sold to Mosby Ranger George Slater, who in March 1863 had been in the room with Mosby kidnapping General Edwin H. Stoughton during the Fairfax Courthouse Raid. Mosby's son John was brought here in 1915 to convalesce from throat cancer. Despite loving care, fine vistas, and clean air at Mount Bleak, the younger Mosby died, just months before his father. Colonel Mosby visited the house on a number of occasions. During park hours, house and outbuildings can usually be visited. There is a small state park parking fee to enter but the park's glorious views, rewarding hiking, history, and restrooms make it worth even a short visit. *Very photogenic!*

*Directions:* At the end of Edmonds Lane (Route 710) off Route 17 a mile below Paris, this stone home is a key building beside the state park's main parking lot.

**STOP 7—Belle Grove, Mosby safe house and home of the famous diarist of Mosby's Confederacy, Amanda Virginia Edmonds.** Living here with her mother and brothers, Belle Grove was the home of noted young Southern diarist Amanda Virginia "Tee" Edmonds. Belle Grove was a busy Mosby safe house for



Rangers Samuel C. Alexander, Benjamin S. Edmonds, Clement W. Edmonds, Edward G. Edmonds, George W. Hunt, Matthew F. Magner (who Miss Edmonds fell in love with), George W. Triplett, and Richard C. Triplett. "Tee" Edmonds' diary is the best civilian account of life in Mosby's Confederacy.

Early on February 18, 1864, Belle Grove was surrounded by federal cavalry acting on a tip from a disgruntled former member of Mosby's Command, John Cornwell. Rangers Edward G. "Bud" Edmonds, Sam Alexander, and George Triplett were able to get to Belle Grove's emergency "hidey hole," but Richard Triplett and George Hunt were captured and sent to the Old Capitol Prison and

ultimately to Fort Delaware. Here Amanda Virginia Edmonds is buried in the small family cemetery, but it is private property. You will see an account of that morning elsewhere in this booklet.

*Directions:* Return to Route 17 on Edmonds Lane (the park road) and turn right (south) on Route 17. Belle Grove is the next house on the right, set back from the highway. While private property, it can easily be viewed by pulling over to the right side of Route 17.

**STOP 8—Highfield, Mosby safe house and a site of a fine piece of federal revenge.** Also known as "Hill and Dale" Farm, this was a Mosby safe house owned by Benjamin Triplett, boarding Rangers Benjamin A. Triplett, Reuben Triplett, Lieutenant Albert Wrenn, and James Wrenn. Here on Friday March 25, 1864, a memorable example of successful Union resistance to Mosby took place. After



a raid into the northern Shenandoah Valley, Mosby stopped at Highfield, leaving James Wrenn to guard the horses as the others went into the house. Wrenn had the prisoners tie their horses, but Corporal Simpson of Company H, 21<sup>st</sup> New York Cavalry, tied

his horse at the same time as he untied Mosby's horse. He mounted Mosby's horse—still with its pistols on the saddle—and with one other prisoner, they galloped successfully away. The two were "vigorously pursued for some distance" claim historians Tom Evans and Jim Moyer, but unsuccessfully so, evading capture. Mosby lost a good horse, pistols, and key documents, including his original commission as Captain of Mosby's Rangers. A month earlier, on February 18, 1864, using betrayer John Cornwell's intelligence, Highfield was surrounded by federal cavalry, as was next-door Belle Grove. The Wrenn brothers escaped that incident barefoot in their nightclothes over the frozen landscape. Highfield is in a grove of trees set back from the road but the entrance lane is marked.

*Directions:* Continue south on Route 17 from Belle Grove. On the west (right) side of Route 17, Highfield is the first house south of Leeds Manor Road (Route 688).

**STOP 9—Fleetwood, Mosby safe house and mill.** Next to the old stone Fleetwood Rolling Mills (right), Fleetwood (below) was a Mosby safe house for Rangers John W. Corbin, John E. Gibson, Joseph A. Gibson, E. Prioleau Henderson, William A. Mickler, and William B. Walston. On February 18, 1864, five Rangers surrendered here rather than



let the house be burned by the federals. The next door mill was important in the Crooked Run Valley's grain economy. *Directions:* Continue south on Route 17 from Highfield. On the west (right) side of Route 17, Fleetwood is the first house south of Highfield, sitting with the stone mill to its left. It is private property but both the house and the photogenic mill can be viewed easily from the road.

**STOP 10—Oakwood, the home of Jamieson Ashby.** This safe house a mile west of the Winchester Road was the home of Jamieson Ashby. Rangers Henry S. Ashby, Walter Frankland (Captain, Company F), and John A. Hammer were boarded here. It was here that Ranger/raconteur Johnny Munson first met Mosby,



providing his oft-quoted description of the Guerilla Chieftain. Sitting next to Mosby, Munson noted, “the secret of his power over his men was disclosed. It was in his eyes, which were deep blue, luminous, clear, piercing; when he spoke they flashed the punctuations of his

sentence.” Jamieson Ashby was later used as a hostage by Union forces, strapped to a federal military train—to the engine's cow-catcher—using the Manassas Gap Railroad tracks as insurance

against guerilla attack. In said position, Ashby was killed during an October 1864 attack by the Rangers.

*Directions:* Continue 2.6 miles south on Rt. 17 to Pleasant Vale Road (Route 724) on the right. Oakwood Farm is signposted at 0.8 mile west on Pleasant Vale Road on the north (right) side. This private property can be viewed from the roadside. *Note:* Be very careful of foxhunters galloping across this stretch of road.



**STOP 11--Pleasant Vale Church, rural Ranger rendezvous point.** Near the tiny Fauquier hamlet of Scuffleburg, this simple 1845 Baptist Church was a popular Ranger assembly point between Piedmont Station and Markham. Access to both Ashby's Gap to the north and

Manassas Gap to the south was easy from here. The church exudes the sense of “a hiding place” perfect for a pre-raid rendezvous. It is a fine example of rural Virginia Baptist churches of the antebellum period. Local efforts are committed to its restoration.

*Directions:* Take Pleasant Vale Road (Route 724) another 0.2 mile west of Oakwood to Scuffleburg Road (Route 826); the unsteeped brick Pleasant Vale Church will almost immediately be on your left as you begin down the ancient unpaved Scuffleburg Road.

**STOP 12—The hamlet of Scuffleburg, where Company B of Mosby's Rangers was formed.** This flyspeck village, now 3 houses, was a wonderful back-roads meeting place for the Rangers due to its out-of-the-way location and easily defensible terrain. It was here that Company B of the



Ranger's 43<sup>rd</sup> Virginia Battalion of Cavalry was formed on October

1, 1863, with William R. “Billy” Smith as Captain. Scuffleburg consisted then of a home plus blacksmith and wheelwright’s shops.

*Directions:* From Pleasant Vale Church, continue north on Scuffleburg Road (Route 826). Watch for deer. At the dead end, in less than a mile, you’ll see three period structures that currently comprise Scuffleburg. The village’s isolation will feel palpable.

### **STOP 13--Yew Hill, where Mosby and J.E.B. Stuart conferred.**

Miss Kitty Shacklett lived here during the War, and Mosby knew her well, often stopping by. Here on June 16, 1863, J.E.B. Stuart established his headquarters tent, and the next morning, Mosby conferred with him—just before the opening of the massive Aldie-Middleburg-Upperville

cavalry battles. Mosby would meet again with Stuart at Beveridge’s Hotel in Middleburg (today’s Red Fox Inn) later that June 17 with updated intelligence. As the commander of the 43<sup>rd</sup> Virginia Cavalry, Colonel



Mosby worked in concert with his commander, General J.E.B. Stuart, as well as with General Robert E. Lee and Confederate President Jefferson Davis to regularly provide critical intelligence.

*Directions:* From Scuffleburg, retrace your steps out Scuffleburg Road and east on Pleasant Vale Road back to Route 17. Turning right (south) on 17, go just over 2 miles to Route 55 west on the right. The first house on the right on Route 55 is Yew Hill, with its distinctive 18<sup>th</sup> century ‘cat slide’ roof. Yew Hill is private property but can be viewed by pulling off to the right side of Route 55 west.

**STOP 14—Ashland, where “Big Yankee” Ames died.** Ashland was the home of Benjamin Shacklett, whose son “Bub” (Edward) was a Ranger. On October 9, 1864, fighting broke out just north of today’s Delaplane between Mosby’s men and the 5<sup>th</sup> New York Cavalry, as part of a campaign by Mosby to stop the railroad from being repaired by General Sheridan’s Union forces. Sheridan

wanted the damaged Manassas Gap Railroad available as a supply line from Manassas to his army in the Shenandoah Valley. The fighting spread from Delaplane Grade Road onto the grounds of Ashland. The body of the popular James “Big Yankee” Ames was



found by Rangers lying in the entry lane, pictured here. A member of the 8<sup>th</sup> Illinois Cavalry was going through Ames’ pockets, and was assisted to “the beyond” on the spot. Ames, a native of Maine, had defected to Mosby’s Rangers from the 5<sup>th</sup> New York Cavalry in early 1863, and had

been a key player in the famed Fairfax Courthouse Raid. It was Ames who escorted Mosby’s command through a gap in Union lines. Ames’ death was intensely lamented in Mosby’s command. NOTE: It is often mistakenly claimed that Ames fell at Yew Hill, Stop 13. Further research shows otherwise. This is the place.

*Directions:* Reverse direction and go back to Route 17. At the intersection you’ll see Delaplane north of the highway. Two roads head north from Route 17 in to Delaplane with a train station between them. Take the left one, Delaplane Grade Road (Route 712). Go 0.4 mile north up the hill towards Upperville. Ashland is the first house on the left (west) side fully **beyond** the village. its name on a stone entry gate. Ames fell in the entry drive. Private property, Ashland is but partly visible in a grove of trees.

### **THIS ENDS TOUR 2.**

*Directions if you choose to end your tour here OR to go on to Tour 5—“The Brothers’ War:*

*Continue on Delaplane Road 6 miles to Upperville, where you will come to a stop sign at Route 50 (John S. Mosby Highway). Turn right and head east on Route 50 four miles to Atoka, just off 50.*

*Directions if you choose to continue with either Tour 3 or Tour 4:*

*Reverse direction, head down the hill to Delaplane, and continue.*

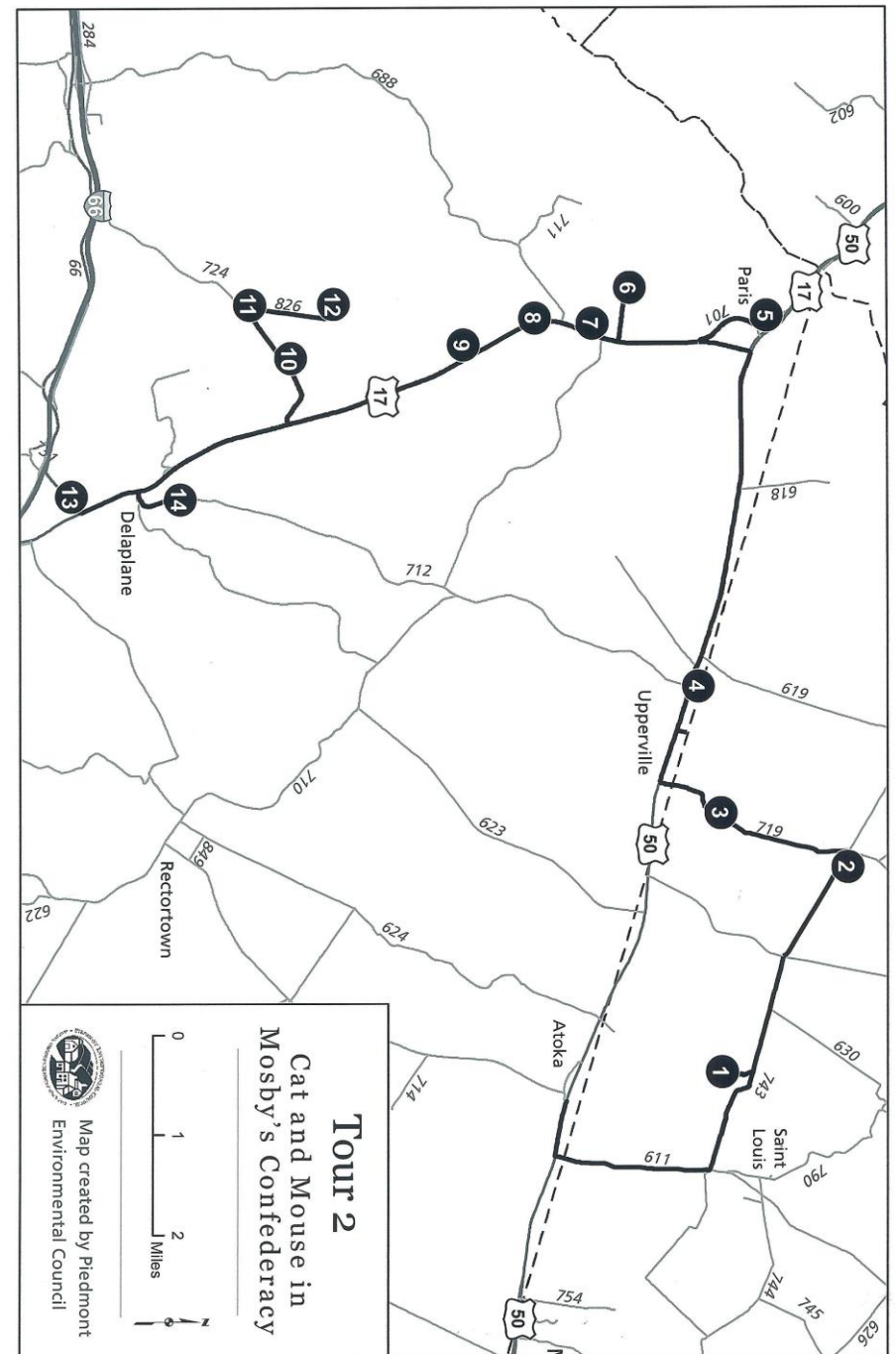
## MOSBY AND THE BOYS.

A nonchalant pose by Mosby (center) and some of his men, ca. 1865, most likely taken just after the end of the War.  
Photo from the National Archives collection.



**ACKNOWLEDGEMENTS:** The Virginia Piedmont Heritage Area would like to recognize the work of Mosby historians John Divine, Jim Moyer, Tom Evans, Horace Mewborn, Dave Roth, Don Hakenson, Greg Dudding, Jeff Wert, James Ramage, Dave Goetz, and Eric Buckland. We sincerely thank them. Without their research efforts, *Hunting the Gray Ghost* would not have been possible. Horace Mewborn, Jim Moyer, and Tom Evans made information available that has been crucial in locating Mosby sites. Don Hakenson and Chuck Maura continue that work today. Watsun Randolph of Piedmont Environmental Council provided our map.

Tour design, text, photos, and cover by Richard T. Gillespie, VPHA Historian Emeritus. © 2023 Virginia Piedmont Heritage Area







## *Hunting the Gray Ghost* **TOUR 3— A Different Kind of War**

***Tour 3, A Different Kind of War, explores the brutal change in the nature of War in northern Virginia as federal forces lost patience with Mosby's guerilla operation and began to take extreme measures in 1864-65. These measures were returned by Mosby's command, "measure for measure." This tour is not for the faint of heart. Tour 3 is one of two options that might be taken after Tour 2 beginning in Delaplane. Also see Tour 4.***

**STOP 1—Piedmont Station, now Delaplane, a village traversed by the Manassas Gap Railroad, frequently visited by the Rangers, and site of the rail embarkation of Jackson's forces for the great battle at Manassas in 1861.** This original station was the site of the loading of the Confederate forces of Stonewall Jackson on the Manassas Gap Railroad to be taken to Manassas Junction on July 19-21, 1861 just before the huge fight known as First Manassas (or First Bull Run). The station saw many a Ranger raid or "reconnaissance" pass by, and often, their federal pursuers. This railroad was destroyed early in the War, but Union General Philip Sheridan wanted the Manassas Gap Railroad repaired through Manassas Gap in the Blue Ridge to bring supplies to his Army of the Shenandoah invading the Valley in the early fall of 1864. The Rangers' attempt to derail these repairs led to brutal reprisals against civilians. Jamieson Ashby of nearby Oakwood was strapped to the front of a Union train in October 1864 to dissuade the Rangers from attacking. They attacked anyway, and Mr Ashby was killed. The village of Piedmont Station (Delaplane) grew from these still-



standing 1852 railroad buildings. A Virginia Civil War Trails sign sits on the east side of these buildings--we recommend you view it. *Directions: Head down the hill from Tour B's Ashland 0.4 mile. Back at Delaplane, the best parking is by the Virginia Civil War Trails sign at the far (east) side of the village's "island" where the railroad station sits between Delaplane Grade and Rokeby Roads.*

**DRIVE-BY MOSBY COUNTRY TO NOTE: Mosby's Headquarters.** Colonel Mosby seldom kept his headquarters long at any particular safe house. However, he had a particular liking for the isolation between Piedmont Station and Rectortown, staying often at Joseph Blackwell's "Heartland." Mosby called Blackwell "the Chief" due to his de facto service as Mosby's chief-of-staff. Although John Singleton Mosby was considered a "cold fish" by many, he treasured the hearty humor of Blackwell as well as his hospitality. Mosby was often seen with a wry smile.



Unfortunately, Heartland was burned to the ground by federal troops on September 26, 1864 along with a cache of supplies. Beginning in August, federal troops began to burn homes of those suspected of aiding and abetting Mosby's operations.

Mosby then tended to use nearby Brookside.

*Directions: Head northeast out of the village (away from Route 17) on Rokeby Road (Route 623), the cruder right-hand fork. At 1.4 miles from Delaplane, you will come to an intersection with Black Pond Lane on your right. Heartland would have been about a mile to your far right (southeast) at this intersection, but its burned ruins aren't accessible any longer so we don't take you to them.*

**STOP 2—Brookside, Mosby's final headquarters.** The handsome home of John R. Holland, Brookside once included a woolen factory attached to it, which was ultimately burned in early



September 1864 by the 8<sup>th</sup> Illinois Cavalry. The Holland family soon departed for Alexandria. With the burning of nearby Heartland on September 26, Mosby took over the empty Holland house as his intermittent final headquarters.

*Directions:* Continuing along Rokeby Road, Brookside is 1.3 miles beyond the Rokeby Road/Black Pond Lane intersection on the left. This private white brick dwelling sits right beside the road.

### **STOP 3—Woodward’s Store at Rectortown, Ranger hangout.**

The “brick store” was a common meeting place for Mosby’s men. Mosby hid out in the 4<sup>th</sup> story room of this well-placed store on



several occasions and often at the adjoining Pierce home. With its bust of George Washington long in the 2<sup>nd</sup> floor window, it is still a well-known local landmark. The Union soldiers who would participate in the Mosby “Lottery” were brought here first, then to the site below for the lot drawing of who would be chosen to die.

*Directions:* Continue north on Rokeby Road to Rectortown Road, Route 710. Turn

right and head southeast over a spectacular hunt country landscape approximately 3 miles into the village of Rectortown. The brick store sits on the north (left) side of the first intersection in the village, with Maidstone Road (Route 713). This is private property. Look for the bust of George in the window.

**STOP 4--The Lottery Site.** To this hidden swale Mosby’s Rangers led 27 captured Union men of Custer’s command to draw lots for execution on the morning of November 6, 1864, in retaliation for executions of seven of Mosby’s men in incidents at Front Royal in September and at Flint Hill in October. [These executions of Mosby’s men may have been themselves a result of the executions of nine Michiganders engaged in house burning in Clarke County by Rangers led by Mosby’s second-in-command, William Chapman, on August 19<sup>th</sup>; see STOP 11 of this tour.] When a drummer boy drew a paper slip signaling the dire fate of execution, lots were redrawn. The unlucky chosen were

subsequently marched over the Blue Ridge at Snicker’s Gap to Berryville. Of the seven ultimately chosen, three were hanged, two were shot—both, though badly wounded, would survive --and two escaped from their somewhat reluctant executioners. These executions ended the retaliatory game in the region.

*Directions:* You will need to reverse direction on Rectortown road. The Lottery site sits immediately west of Rectortown on Rt. 710, in the ravine on farmland several hundred yards south of the highway. There is a place you can pull off on the south side of Route 710 just a little further along at a bend in the road—then walk back towards the village, looking for the “V” in the landscape you see at the arrow in the photograph above.



Below that “V” is a swale with the lovely Goose Creek running through it; there the deadly lots were drawn by the prisoners in this remarkable incident.

### **STOP 5—Rockburn, where Mosby was conveyed after being gunned down without warning at Lakeland.**



You may recall the shooting of Colonel Mosby a few days before Christmas, December 21, 1864, at Ludwell Lake’s home Lakeland near Atoka. [See Tour 1, STOP 9.] Fearful that the federal cavalry would rapidly realize their mistake and

return, Mr. Lake had Mosby placed in an ox cart. It was then conducted overland through a storm by a slave boy, Daniel Strother, who took Mosby to Aquilla Glascock’s “Rockburn,” a mile to the west. Fearing for his life, Mosby pleaded that the slave boy would turn him over to the federals. Instead, the enslaved boy saved Mosby, telling of his feat for years. The subsequent federal

search once they learned of their mistake proved fruitless. Mosby in time was able to be shipped to family in Amherst County near Lynchburg in order to recover. Mosby's ability to elude capture at Lakeland contributed to his mythical status as "the Gray Ghost." As Rockburn had been badly damaged by a chimney fire in 1862, the night Mosby was saved, he was taken to a tenant house where the Glascock family now resided. Alfred, Aquilla Glascock's son, had just been appointed Captain of Mosby's Company D following the death of Captain Richard Montjoy in a skirmish at Goresville north of Leesburg on November 27. The area around Rockburn had seen most of its fields, barns, stables, and sheds burned and its livestock and horses run off by federal troops under General Wesley Merritt just three weeks before Mosby's clandestine arrival. Federal cavalry 5,000 strong had sought to burn Mosby out of the Loudoun Valley. Mosby did not stay at Rockburn long before being moved.

*Directions:* Head back in to Rectortown and take the first left beyond the brick Woodward's store onto Crenshaw Road, Route 624. Approximately a mile out, you will see Five Points Road coming in from the right. Rockburn, now repaired and a lovely stone home, is the next house on the left past this intersection.

**DRIVE-BY MOSBY COUNTRY TO NOTE:** As you continue on Crenshaw Road for the next several miles, you will be on a dirt road along Goose Creek that may be one of the finest remaining examples of what the winding back roads looked like in Mosby's Confederacy during 1863-65. It is also a very beautiful landscape; take your time. You will be hard pressed not to expect Rangers or federal cavalry around each bend. This is a spectacular road for fall foliage in mid-to-late October and early November.



*Directions:* Continue along Crenshaw Road approximately three miles to Route 50. Watch out for walkers—and enemy cavalry.

**STOP 6—Mount Carmel Church, where bitterness is brutally played out.** A Union foray from Winchester into the Loudoun Valley by the 14<sup>th</sup> Pennsylvania and 21<sup>st</sup> New York Cavalry tried to snatch Mosby Rangers from about Upperville and Paris on the frigid night of February 18-19, 1865. Ranger Major Dolly Richards home Greengarden, just north of Upperville, was surrounded and ransacked. [See Tour 2 STOP 3.] Richards escaped with several other Rangers from this safe house and organized a counterstrike. The 21<sup>st</sup> New York detachment crossed back over Ashby Gap just before dawn, followed by the 14<sup>th</sup> Pennsylvania men under Major Thomas Gibson just after sunrise. The federal cavalry formed a rear guard of 40 men at Mount Carmel Church as a wary defense during their slow progress down the snowy west slope of the Blue



Ridge to Shepherd's Ford on the Shenandoah. Partway through this exit of the Unionists from Mosby's Confederacy, Richards' force of 50 slammed into the 14<sup>th</sup> Pennsylvania at the church, and chased them to the ford, leaving the snow bloody. The Rangers killed 13 federal soldiers, some of

whom may have been buried in unmarked graves in the cemetery at Mount Carmel Church. They also wounded a number, captured 63, took 90 horses, and freed all 16 captured Rangers. Stand just northeast (uphill) from the church where the Ranger attack came--you'll get a shiver down your back.

*Directions:* From Crenshaw Road, turn left on Route 50 and head west through Upperville and past Paris through Ashby's Gap over the Blue Ridge into Clarke County. Largely, modern-day Route 50 follows the route of the 1860s Ashby's Gap Turnpike into the Shenandoah Valley. Mount Carmel Church is located just off Route 50 between the top of Ashby's Gap and the Shenandoah River below. Turn right on to Route 606 as you are coming down the mountain (1.6 miles beyond the Route 17 stoplight at Paris) and head north from Route 50 up the hill for 0.1 mile; the simple white wooden church sits on the right. You can still see the church cemetery as well. Except on Sunday morning, there is parking.

**STOP 7--Site of the Vineyard Fight.** The 1914 stone marker along the road into Millwood, posted when many veterans of the War were still alive, locates the site of one of the fiercest actions between Mosby's Rangers and federal cavalry. During a 125-Ranger scout into the Shenandoah Valley on December 16, 1864, Clarke County's Lieutenant John Russell was left with a detachment of 60 Rangers to watch the Millwood to Berry's Ferry Road on which this stone sits. [Berry's Ferry was in the general area of today's Route 50 Bridge; the main turnpike from Winchester to Ashby's Gap then passed through the village of Millwood to Berry's Ferry, then connected with the Ashby's Gap Turnpike.] Russell placed most of his men some 250 yards off the turnpike. About noon the Rangers espied some 100 troopers of the 14<sup>th</sup> Pennsylvania Cavalry under Captain William Miles slowly approaching from the direction of Millwood, ahead of you. Obviously outnumbered, Russell told the Rangers "they could not attempt to cross the river without being butchered and must whip the enemy," Ranger James Williamson remembered. Russell then ordered, "Charge them with a yell . . . don't fire a shot until you are within 40 paces and we will whip them!" They followed orders and slammed into the federals near this granite-marked site. Most of the federals fled, but about a dozen fought to the death. Captain Miles was mortally wounded, 9 others were killed, 20 Union troopers were wounded, and 68 were captured. One wounded Union soldier escaped. Ranger Andrew "Hard Knot" Nott looted the dying Captain Miles, but was forced to re-clothe him and take him for burial by Battalion Major Adolphus E. "Dolly" Richards—and dig the grave. Horace Mewborn notes that "several of the men present volunteered to blow Nott's brains out for such an act of vandalism . . ." Despite the growing violence of the Civil War in Northern Virginia, there were still standards.



**Directions:** Return to Route 50 from Mount Carmel Church, turning right and continuing west on the divided highway. You will soon descend to the Shenandoah Valley floor and the famed river itself. Take the second right past the River, Route 723, and

go 0.4 mile to a granite marker on the east (right) side of the road commemorating the Vineyard Fight. This is private property.

**STOP 8--The Gold Farm (Avenel or Ellwood).** Confederate General Jubal Early crossed the Opequon Creek on September 3, 1864 and headed east toward Berryville at a time when Sheridan's main force was just north of the Clarke County seat. Torbert's Union cavalry, sent south of Berryville during the day, were ordered to return, and federal artillery on Grindstone Hill at the west end of town began firing on Early's approaching troops. Meanwhile, a mission under Captain Sam Chapman with Companies C & E of Mosby's command was proceeding north towards Berryville along the Millwood-Berryville Road. At Gold's Farm, Chapman espied men of the 6<sup>th</sup> New York deployed in a field on the west side of the road, having been fired upon by a



lone Rebel rifleman. In two wings, the two companies of Mosby's command charged, and despite a withering fire and heavy losses at a fence gate, the Rangers prevailed. In historian Jeffrey Wert's words, they "engulfed the federals." It was a

devastating defeat for Major William E. Beardsley's troopers of the 6<sup>th</sup> New York, with 42 dead, wounded, or missing. Rangers Ben Iden and Robert Jarman were killed, Rangers Henry Clay Adams and Frank Fox were mortally wounded, and one other Ranger was wounded. Many sources say that the federal captured, wounded, and dead were looted here—which contrasts with the popularly told story of "Dolly" Richards' anger with Ranger Nott at the Vineyard Fight site.

**Directions:** Continue approximately 2.0 miles from the Vineyard Fight marker on Route 723 in to Millwood. Just after the intersection with Route 255, as you continue you will see the large green Burwell-Morgan Mill built as a partnership by Revolutionary War General Daniel Morgan and Nathaniel Burwell of nearby Carter Hall in the 1780s. It is open seasonally on weekends and still grinds grain. Just ahead as the road forks, bear slightly left to continue on Route 723. A lovely piece of road, it

continues two miles past Daniel Morgan's "Saratoga" (not visible from the road) to the railroad village of Boyce. At the stoplight at Route 340, turn right, heading 5.0 miles north to Senseny Road (Route 657) on your left. Turn there. Immediately on the right are the fields of the Gold Farm. The brick farmhouse ("Avenel"), is 0.9 mile further.

**STOP 9. The Bonham Farm (Medal of Honor site, Eugene Ferris vs. Mosby's Rangers)**—Mosby Rangers Charles Wiltshire, George Gill, Bartlett Bolling, John Orrick, and Robert ("Bob Ridley") Eastham stopped to see the lovely daughter of Colonel Daniel Bonham (Emma, 20) at this farm on March 30, 1865. On a



scout towards Stephenson's Depot north of Winchester, Charlie Wiltshire told the others he just *had* to see Miss Emma. But a federal officer, Lieutenant Eugene Ferris of the 30<sup>th</sup> Massachusetts Volunteer Infantry, together with his orderly, had arrived here first, likely also to visit

the fetching Miss Emma. Upon the Rangers' approach, Ferris and his orderly ran for the barn behind the house. Despite being outnumbered five to two, in the firefight that followed, Ferris managed to mortally wound Charley Wiltshire and Princeton-educated George Gill, while injuring John Orrick. Ferris and his orderly were able to remount, and although the orderly was captured, Ferris additionally wounded Bartlett Bolling during the ensuing chase. Slightly wounded himself, Ferris got away. For his superb bravery against Mosby's command, he was awarded the Congressional Medal of Honor. Ranger Charlie Grogan later commented on Ferris' incredible feat, saying that he should be "invited to join the battalion." Ironically, the simple farm still sits with no marking or recognition, despite Lieutenant Eugene Ferris' amazing Medal of Honor feat. But perhaps *you* should know!

*Directions: From Avenel, continue another 0.3 mile on Senseny Road to Westwood Road (Route 636), turning right. Take Westwood Road 1.4 miles to Business Route 7, turning left. In*

*approximately 0.5 mile, Business Route 7 returns to the main highway Route 7 at a stoplight. Turn left onto the divided highway, and head west on Route 7 for 1.6 miles to Russell Road (Route 660), turning right. At 0.9 miles on the east (right) side of Russell Road, you will see the Bonham Farm, white with black roof and shutters and a red barn. This is private property.*

**STOP 10--Berryville Wagon Train Attack Site.** On August 13, 1864, in one of his most famous actions, Mosby launched a pre-dawn attack on a part of Union General Philip Sheridan's invasion of the Shenandoah Valley. Pulled over to the west side of the road on the pike just north of Buck Marsh Church just north of Berryville (U.S. 340 today), the supply train of 500-600 wagons of Sheridan's cavalry corps had stopped to water the mules, make coffee, and perhaps catch just a bit of shut-eye. They were just re-hitching the mules when two howitzer shots from nearby Barnett's Hill on the east side of the turnpike signaled the onslaught from



Mosby's men. The first shot beheaded a mule. Numbering between 250-300 men, Mosby's men charged into the wagon train, and despite a volley from the accompanying 144<sup>th</sup> and 149<sup>th</sup> Ohio National Guard, chaos ensued. As drivers whipped their mule-drawn

wagons into Berryville to turn west on the road to Winchester—today's main street of town—local boys encouraged by the Rangers came running from the town's houses with lit pine-knots to throw at the tented wagons, bursting them into flame. [Obviously, the boys of Berryville would remember this night for years to come!] About 100 wagons were seized and some 75 destroyed; 500 mules were seized, along with 30 horses, 200 cattle, and 200 Union prisoners. As Mosby returned over the Blue Ridge, a number of his men were playing untuned instruments taken from the wagons and even wearing captured Union uniforms from the Michigan cavalry brigade—such fun! But there would be a wave

of retaliation after this raid, back and forth, ending in the infamous lottery incident you encountered earlier in this tour, the denouement coming at Berryville in November 1864.

*Directions:* Return to Route 7, cross the divided highway to turn left, and head east 3.5 miles to U.S. Route 340. You will want to take the exit ramp and head north on Route 340 towards Charles Town. The raid site sits immediately north of Route 7, so look left (west) across the fields to see where the wagon train was pulled off. Mosby attacked from a hillock on the east side of the highway. Fighting was particularly heavy at Buck Marsh Church at the northeast corner of Routes 7 Bypass and 340; this Baptist church was abandoned then and is no longer standing. You will want to reverse direction and return to Berryville on Route 340; you may wish to pull off onto the west side of Route 340 looking north to better see the site where the wagon train had pulled off to water the mules and coffee the teamsters. NOTE: In the middle of Berryville just to the south at the 340/Business 7 stoplight, wagons had to turn right (west) to continue on the Valley Pike of that time, and the fighting and burning was intense.

**STOP 11--Hill and Dale, and the Benjamin Morgan Farm executions.** Here occurred perhaps the most grisley of all Mosby stories. General Custer was angry about Mosby's attack on his wagon train at Berryville on August 13<sup>th</sup>. He was furious that Mosby's scouts had attacked a Michigan cavalry brigade picket post at Castleman's Ferry on the night of August 18<sup>th</sup>, killing one, wounding one, and capturing two. Accordingly, he ordered the homes of nearby secessionists burned. A 30-man detail of the 5<sup>th</sup> Michigan Cavalry (Custer's brigade) began burning homes of alleged Mosby supporters east of Berryville on the night of Friday August 19<sup>th</sup>. They had burned the homes of Province McCormick and William Sowers north of modern-day Route 7 when they reached Hill and Dale Farm, the home of Colonel Benjamin Morgan. The Morgan family was removed, and just as a thunderstorm hit, torches were put to the house. Meanwhile, Captain William Chapman (Sam's brother) with Companies C, D, and E of Mosby's Command were east of Berryville. Seeing the fires and getting a report of just what was going on, they high-tailed it after the Michiganders, catching up to them at the Morgan Farm.

Captain Chapman's famous order at the top of the lane where you see a marker today was: "Wipe them from the face of the earth! No quarter! No quarter! Take no prisoners!" The Rangers did just that, killing twenty and capturing ten. The captured were made to kneel along the lane into the farm still visible today. A simple bullet to the back of the head completed the work, save for two unfortunates who suffered their throats to be cut. However, Trooper Samuel K. Davis, bullet in head, survived to tell the tale.



This would lead to retaliatory executions of captured Rangers at Front Royal on September 23, 1864 and ultimately, to the Lottery at Rectortown. Only Colonel Josiah Ware's home "Springfield," slated to be burned, survived the events of August 19<sup>th</sup>. [Note:

Grindstone Hill, site of the Lottery executions at Berryville, was destroyed for a subdivision early in the 21<sup>st</sup> century; it sat opposite Rosemont Manor on Business Route 7 on the west end of Berryville.]

*Directions:* Return to Bypass Route 7, and head east toward Leesburg on the divided highway. You will come to a stoplight where Business Route 7 joins the highway on the east side of Berryville; take the next right, Parshall Road (Route 608) 0.4 mile later. Go 1.7 miles to Hill and Dale Farm on the right. You will see a granite marker where the driveway meets Parshall Road. The house, burned that night but now rebuilt, sits down the lane, and is visible only in the winter. The executions took place just up from the burning house along the lane. This is private property; please do not drive down the lane.

**STOP 12—Old Chapel, Virginia in miniature.** Built in 1793, Old Chapel is one of the oldest Episcopal churches west of the Blue Ridge, but it replaces an even older chapel built in 1738, which gives the site its name. The graveyard behind the chapel is also very old, started by the Burwell family who owned Carter Hall Plantation at Millwood. In the 1780s and 90s, this section of

Virginia--now the Mosby Heritage Area--became the magnet for the First Families of Virginia as their Tidewater plantations waned with over-cultivation of tobacco. There are many Confederate soldiers and many people from famous Clarke County families buried here at Old Chapel; this was THE place to be buried in Clarke County. Go around the chapel to the back, and you will see a door. Follow in a straight line back into the graveyard from that door, and under the second big spruce tree, you will come to the grave of Edmund Randolph, the first Attorney General of the United States, appointed by President George Washington. He served on Washington's first "cabinet" (his advisors) with Thomas



Jefferson, Alexander Hamilton, and Henry Knox. J.E.B. Stuart's aide and famed Southern writer John Esten Cooke is also here. Cooke said Mosby had "one of the most active, daring, and penetrating minds of an epoch fruitful in such." It is this ancient ground

that Mosby's Rangers were so desperately fighting for; in many ways, it was the very cultural heart of Virginia.

*Directions:* Continue on Parshall Road 1.4 miles to Locke's Mill Road (Route 621). Turn right here and go 0.5 mile to Locke's Landing--you can park and view the Shenandoah if you choose--then continue on another 0.4 mile past the ancient slumping Locke's Mill on your left to a fork in the road. Bear right at the fork to stay on Locke's Mill Road, now becoming Route 618. Go another 1.5 miles through lovely countryside to Briggs Road, Route 617. Turn right here, going one full mile to Bishop Meade Road (Route 255). Turn right here, and the stone Old Chapel will appear on your left just before 255 hits Route 340.

#### **DRIVE BY MOSBY LANDMARK TO NOTE—CARTER HALL.**

As you return south to the historic village of Millwood, one of the landmarks along the way is Carter Hall. Unfortunately, it is off the road far enough it cannot be seen from the highway, so make use of the picture here. It is an iconic Virginia plantation home famous on pipe tobacco tins. You will see its entry gates.

An estate built by Nathaniel Burwell in the 1780s, it was at Carter Hall on April 18, 1865 that Mosby met in tense surrender negotiations with a delegation from General Winfield S. Hancock led by General George Chapman. Mosby had received word from Hancock via Millwood's hotel proprietor, J. H. Clarke, regarding his desire to meet. Mosby noted that his men would be disbanded



to seek paroles on their own, and that he intended to leave the country. He asked for an extension of the three-day truce then in effect with federal forces, requesting ten days. Ultimately, this was turned down, likely due to fears that Mosby had been involved in the

plot to assassinate President Lincoln. [Former Mosby Ranger Lewis Thornton Powell ("Lewis Paine") had been involved, attacking Secretary of State William Seward the night of Lincoln's assassination.] Mosby received word the next day that the truce would end at noon April 20<sup>th</sup>. This led to a subsequent meeting at Clarke's Hotel down the road in the village on that day.

*Directions:* Carter Hall sits 3 miles south of Old Chapel on Route 255 on the east (left) side of the road just above Millwood. This is private property, signposted "Project Hope" in 2012.



#### **STOP 13--Clarke's Hotel.**

Here on April 20, 1865, Mosby sat again in surrender negotiations with General Winfield S. Hancock's staff, again led by General Gibson. During the negotiations in the parlor, banter outside between Rangers and Union cavalymen

led Ranger John Hearn and a federal trooper to race. On the outskirts of Millwood, they met a large column of Union cavalry. Suspecting a trap, Hearn wheeled, and racing into the parlor at the hotel, told Mosby of what he had seen. Mosby had just reaffirmed his intention to disband rather than surrender, although the truce

had expired. Rising to his feet and backing out of the room, he said, "Sir, if we are no longer under the protection of our truce, we are, of course, at the mercy of your men. We shall protect ourselves." They mounted and rode away, with federal cavalry trailing but not opening fire. Mosby crossed the Shenandoah at Berry's Ferry and went over the mountain at Ashby's Gap. The Rangers would meet the next day to disband as promised at Salem (now Marshall).

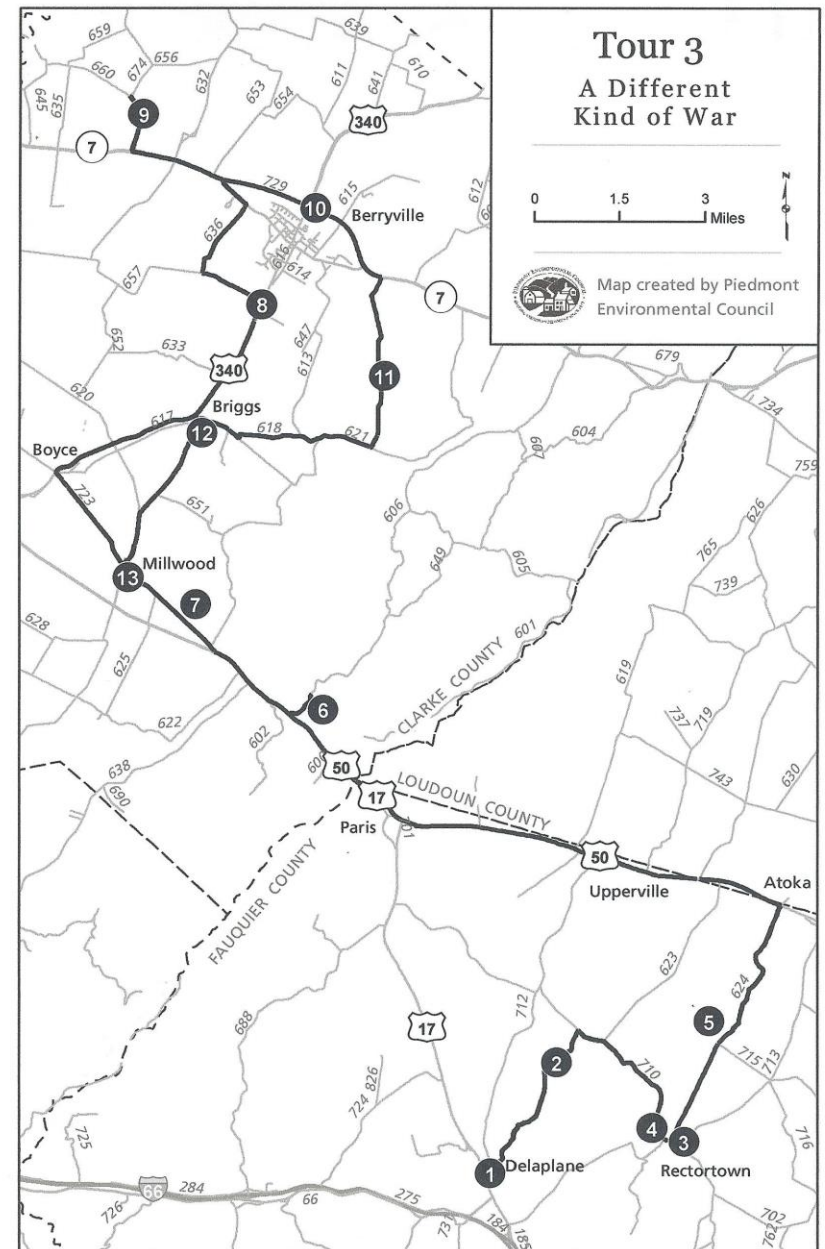
*Directions:* Continue on Route 255 beyond Carter Hall 0.2 mile to the stop sign at the village of Millwood. You will see Clarke's Hotel directly across the street at this Routes 255/723 intersection. Now a private dwelling, the former Clarke's Hotel is painted white with black shutters.

To return to Route 50 and the central heritage area point of Atoka, head south past the Burwell-Morgan Mill and at the fork just beyond, take the right fork to stay on Bishop Meade Road, Route 255, providing a handsome one-mile drive out to Route 50. Turning left onto the divided highway, head east across the Shenandoah and the Blue Ridge beyond to Paris, Upperville, and Atoka. Middleburg, Aldie, and on towards Fairfax and Washington. A right on Route 50 will take you west to historic Winchester.

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## *Hunting the Gray Ghost* **TOUR 4— The Brothers' War: Mosby and the Unionists**

***Tour 4, The Brothers War—Mosby and the Unionists will take you deep into adjacent Unionist country in the northern part of one of the Virginia Piedmont Heritage Area's key counties— Loudoun. You will see preserved villages like Lovettsville, Taylorstown, Waterford, and Lincoln. Here, long-settled German-Virginians and Quakers tried to keep their heads down and endure the Civil War, but many harbored Union sympathies. They seldom held truck with slavery. Mosby saw northern Loudoun as a ready source of forage for his horses. Some in northern Loudoun were not so meek, actually signing up with the Union to fight—Cole's Cavalry over in Maryland, or the Loudoun Rangers, formed in 1862 right in Loudoun. Federal forces ultimately made these farmers and villagers caught between North and South pay a high price by bringing the wrath of fire upon their countryside in November and December of 1864. The tour begins at Atoka and ends at the Civil War village of Goose Creek, now Lincoln, deep in the heart of Quaker country. This day-long driving tour will reward you with fine views of a lovely Virginia landscape, famed examples of village preservation, and memorable stories.***

### **STOP 1-Bellfield, home of Kate Powell Carter, avid supporter of Mosby's Rangers.**



A part of the allure of the Mosby story has always been the wonderful support of secessionist Virginians for Mosby's Rangers in the field, either by housing, providing social diversion, or by providing supplies. At

Bellfield, a classic Southern plantation, you'll see the dramatic entry drive and a distant view of the pillared house. Here, young Kate Powell held court with her family, and became mistress of the house upon marriage to George Carter of Oatlands, Loudoun's largest plantation. Kate Powell Carter provided entertainments for the Rangers—food, music, and dancing—and went out of her way to provide forage from both Bellfield and Oatlands for the Rangers' many horses. This family would provide Mosby with his beloved horse Coquette when he refused to partake in the spoils from the Greenback Raid, which you'll hear about. The road leading to Bellfield and its entry lane are evocative of the stone-walled landscape Mosby and his Rangers knew. You may wonder, "Did the Carters own slaves?" Yes, more than anyone else in Loudoun.

*Directions: From Atoka (Rector's Crossroads) where Tour 3 ended, turn left onto Route 50, the John Mosby Highway, and continue about two miles to Route 623, Willisville Road on the right. Travel 1.6 miles on Route 623 to its merger with Route 743, Millville Road. Continue on 1.2 miles to the intersection with Route 719 ("Blakeley's School") where Millville Road continues as a gravel route and so should you. The first significant driveway on the right with white fence and tree-lined lane is your stop, the entry to Bellfield. Just pull over; the home and drive are private property.*

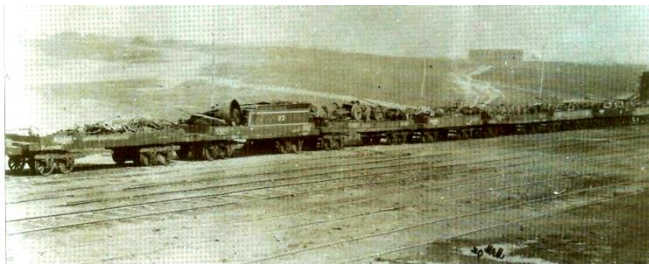
### **STOP 2-The Ebenezer Churches, where Mosby's Men dispersed the "greenbacks" from the Greenback Raid.**



The Ebenezer Baptist Churches sit side by side beside the old Bloomfield Road and were well-known landmarks to Mosby's Rangers. The 1765 one-story stone "Butcher's Church" was built by some of Virginia's first Baptists a

decade before the American Revolution. A doctrinal dispute split the congregation a century later, and in 1855, the handsome white Greek Revival Church was built beside it. The enslaved attended both churches, although neither church disputed the propriety of owning slaves by the time of the Civil War as their colonial cousins

had. Here in the churchyard, Mosby's Rangers returned on Saturday October 15, 1864 from a raid the night before on the Baltimore and Ohio Railroad west of Harpers Ferry with a tremendous haul of loot. The train they'd attacked and burned



(◀ shown) had been carrying a U.S. Army paymaster's chest with \$173,000 in greenbacks to pay soldiers in

the field (part of Sheridan's Army of the Shenandoah). Coming upon it, the Rangers grabbed it, headed here, and divided the spoils, some \$2100 each. Soon the influx of greenbacks in Loudoun and Fauquier caused quite a significant spike to the local economy!

*Directions:* Retrace your steps from Bellfield to the paved Route 719 (Airmont Road), turning left. Head north 3.6 miles through the small village of Bloomfield to the Ebenezer Churches set back from the highway on a rise to your left.

### **STOP 3—Woodgrove, famed stop on the way to Mosby's Loudoun Heights Raid.**

Following a federal incursion into Mosby's Confederacy on January 1, 1864 by Cole's Cavalry and the unionist Loudoun Rangers—the morning after New Year's Eve!—an annoyed Mosby planned a retaliatory attack on Cole. Cole's 1<sup>st</sup> Potomac Home Brigade was made up of Unionist Marylanders and some Virginians. It was based a mile from Harpers Ferry in northern Loudoun County on a bluff overlooking the Potomac just east of the Loudoun Heights of the Blue Ridge. A snowstorm that week delayed implementation of the raid, but Rangers gathered at Upperville on a frigid Saturday January 9, 1864 to head north on the hardened snow to attack Cole. Between eight and ten



o'clock that evening, the Rangers made it to the tiny crossroads village of Woodgrove. Here the commodious stone family seat of Ranger Henry Heaton hosted the raiders. They were defrosted before a roaring fire, fed well, and given encouragement before departing. Just north of here, the Rangers would divide in two for their famed two-pronged attack on Cole's camp near Loudoun Heights. Heaton's father was a well-known Virginia state senator. The nearly hidden imposing stone house still gives the name to the



tiny photogenic village just across the intersection.

*Directions:* From the Ebenezer Churches, continue north (a left out of the church driveway) on Route 719, Airmont Road. You will continue 2.5 miles to the Airmont intersection where the Snickersville Pike

crosses, then continue on another 3.5 miles to the town of Round Hill. At Business Route 7 at the stop sign, turn right and then immediate left to continue on Route 719 (a dogleg) through the town. Leaving the outskirts of Round Hill, approximately a half mile further on you will come to the tiny crossroads village of Woodgrove where Route 711, Williams Gap Road, comes in on the left. The Heaton House is behind trees on the right, opposite the crossroads. It is private property; please do not trespass.

**STOP 4—The Potts-Neer Mill, visible ruin of the Great Burning Raid.** After nearly two years of harassment from Mosby's Rangers, federal forces had their fill. On November 27, 1864 General Philip Sheridan ordered Wesley Merritt's cavalry to burn the Loudoun Valley—between the Blue Ridge on the west and the Bull Run Mountains to the east, from the Manassas Gap Railroad on the south to the Potomac River on the north. Beginning Monday November



28<sup>th</sup>, some 5,000 troopers carried out this directive, burning barns, mills, sheds, stables, corncribs, harvested crops, and farm machinery in order to destroy Mosby's sources of forage as well as his civilian support base. Union cavalry gathered up all males between the ages of 15 and 50 as well as livestock and herded the lot of them towards Harpers Ferry. This mill ruin is a result of that raid. The mill had been built in 1842—"E.D. Potts & Company, 1842" can still be made out on the mill's upper left corner. On Wednesday November 30, 1864, miller Nathan Neer was not at home when federal cavalry arrived. Tradition has it that Mrs. Neer fed the officers lunch from the Neer home immediately behind the mill, but it did not stop them burning. "Don't bother with the dishes," one can imagine was said, for with a prevailing breeze from the southwest, when the mill was torched, up went the house as well, although houses were not to be intentionally burned. The orange scorch marks on the stone walls inside the mill attest to the heat of the fire. The burning would continue through December 2<sup>nd</sup> and leave Upper Fauquier and western Loudoun in ruins. In January 1865, one of Mosby's two battalions was sent to winter on the Northern Neck of Virginia to reduce the strain on supplies of food and forage here. From there, they attacked Williamsburg!

*Directions:* Continue 2.9 miles on Route 719, Woodgrove Road, to the "T" intersection at Cider Mill and Stony Point Roads. Turn right onto Route 719, Stony Point Road, and the stone mill ruins will appear shortly on your left. Because the stability of the ruins is an issue, pull over, look from the road, but please do not trespass.

**STOP 5—The grave of the rebel guerilla John Mobberly at Salem Church.** In the narrow valley northwest of Hillsboro between the Blue Ridge and Short Hill, the Harpers Ferry-Hillsborough Turnpike was created in the early 1850s. Along this turnpike, a swarthy young Confederate guerilla plied his trade against any federals willing to enter from nearby Harpers Ferry. John Mobberly, often portrayed as a cruel bully, had been a member of E.V. White's



35<sup>th</sup> Virginia Cavalry, and is even listed as a member of Mosby's Command. However, he often acted independently with his own gang. He is known to have lured federal cavalry "Between the Hills" as it was called by standing on Loudoun Heights overlooking Harpers Ferry, and shooting in to town--having set up a road block for an ambush several miles down the valley on a curve. His friend Magnus Thompson said that Mobberly was "reckless beyond all reason and fearless of danger; in fact, he courted it." Some said that Mobberly personally killed more Yankees than any man in Lee's Army. Others noted his love of horses—and perhaps other men's wives. On April 5, 1865, he was lured into an ambush himself on the other side of Short Hill west of the village of Lovettsville where he had gone to see about a horse. He was gunned down by three marksmen hired by the Union Army and paid \$1,000 a piece. His body was brought to Harpers Ferry and suspended by the heels before General Stevenson's headquarters as a sort of lurid display. Souvenirs—ears-- were cut off the body by Union soldiers. Buried at the stone Salem Church "Between the Hills" not long after, his funeral was surprisingly large and featured a parade to Hillsboro and back. Look for the poem on the reverse of his tombstone claiming that "The stranger will say, as he lingers around, 'tis the grave of a hero, 'tis liberty's mound . . ." Mobberly may be testimony that while Mosby had exacting standards for his men, on their own patrols in between rendezvous, some of his men may have operated in less restricted modes. Salem Church is a private dwelling but the cemetery beside it can be visited.



*Directions:* Continue from Potts-Neer mill on Stony Point Road (Route 719) up and down the hill to see a lovely view of the countryside, ending after a half mile at a roundabout at Route 9. Turn **right** to see the handsome stone Quaker village of Hillsboro immediately east on Route 9; go around the circle to head west on Route 9 for the next site. Go two miles west toward the Blue Ridge

to the stoplight. There bear right onto Route 671, Harpers Ferry Road. The tiny, unmarked Salem Church and cemetery will appear on the left just beyond the top of the long hill rising from Route 9. It is stone with dark green shutters. The cemetery is immediately beyond, with a tiny place carved out off the highway to nose in your vehicle. Turn in and out of this cemetery with **great caution!**

**NOTE:** Just north off Route 671 is a Virginia Civil War Trails sign about John Mobberly on the entry lane to Breaux Vineyards.

**STOP 6—St. Paul’s Lutheran Church at Neersville, stopping point on the Loudoun Heights Raid.** This simple yet handsome stone church built in 1835 was a well-known landmark along the Harpers Ferry-Hillsborough Turnpike. It is Between-the-Hills lore that Mosby’s men stopped here about midnight before making the final leg of their journey to attack Cole’s Cavalry four miles north



early on January 10, 1864. They were a half-frozen lot, as it was one of the coldest nights in many months. Beyond the church, Mosby led his men east towards the lip of Short Hill—perhaps on today’s Snider’s Lane, Route 684—and then north to the Potomac. From there, they could

sneak along the bank upriver and then climb the bluff to Cole’s Camp on the plateau of Loudoun Heights overlooking the river. There are still services in historic St. Paul’s. The cemetery is open to the public. **NOTE:** Loudoun militia units from Leesburg marched by this church on October 18, 1859 to relieve Harpers Ferry from John Brown’s Raid. Artist Keith Rocco’s Civil War painting “Mosby’s Rangers” depicting the Loudoun Heights Raid has this picturesque church in the background.

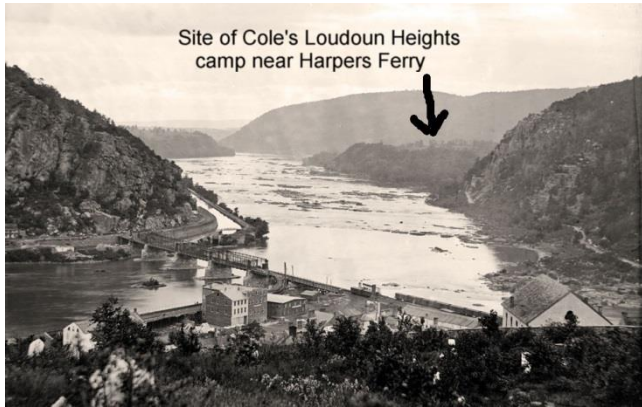
**Directions:** Continue 2.7 miles north from Salem Church on Route 671 to the stone church on the left shortly past Sagle Road.

**STOP 7—Cole’s headquarters and the Loudoun Heights Camp.** On a plateau above the Potomac just east of the Harpers Ferry-Hillsborough Turnpike was encamped Major Henry Cole’s 1<sup>st</sup>

Potomac Home Brigade early on the morning of January 10, 1864. They were to act as an early warning system and defense for the Union garrison at Harpers Ferry, always wary of a raid. Cole’s headquarters was across the turnpike, just on the lip of the towering Loudoun Heights, a part of the Blue Ridge. Mosby’s attack was not to come from the south although it originated there. Rather, it was to surprise by having slipped north around the camp to come from the direction of Harpers Ferry and the river in two prongs. One prong, led by Mosby, would be led against the camp—climbing up the bluff-like plateau from the Potomac—and the other, led by scout Frank Stringfellow, was to come from the direction of Harpers Ferry on the Harpers Ferry-Hillsborough Turnpike against Cole’s ▲ head-



quarters. Thus, there was to be a strike from the northeast (Mosby) and a strike from the northwest (Stringfellow), when the camp was primarily prepared for a strike coming from the south. Shots of pickets on the Harpers Ferry-Hillsborough Turnpike aroused Cole, who escaped from his headquarters by the time Stringfellow reached them. Stringfellow thus turned east and northeast to attack the camp coming across the turnpike. The camp was aroused by the time Mosby attacked *from* the northeast, up from the river. The federal troopers could see the two attacking prongs on either side of them clearly against the snow. They quickly realized that just getting down and letting friendly fire between Stringfellow and Mosby do the work was the best tactic. The Loudoun Heights Raid was a disaster for Mosby, all about friendly fire. He never forgave Frank Stringfellow. Mosby lost the captain of Company B, Billy Smith, as well as his Company A lieutenant, Tom Turner. Turner had been appointed June 10, 1863 at Rector House, when that first company of Rangers was formed there at Rector’s Crossroads where you began. Turner was left at Levi Waters’ house along the turnpike. Captured by federal troops, he died within a week.



Directions:  
*Continue north on Route 671 approximately three miles to Butts' Store on the left. As the highway heads up a slight rise from the store, the third house on the left past*

*the store complex, white with overhanging two-story porches and stone chimney, was Cole's headquarters. It is private property. Across the highway, a private dirt lane (closed to the public) heads several yards east and then north onto the plateau where Cole's unit camped. It is still a field, now used to graze cattle. You will see a silver and black Department of Historic Resources sign on the Loudoun Heights raid just past Cole's headquarters; a tiny piece of the old Harpers Ferry-Hillsborough Turnpike is also still visible near the sign. The 1865 photo above shows the site of Cole's camp.*

**DRIVE-BY MOSBY VIEWSCAPE TO NOTE: The federal bastion of Harpers Ferry on the Potomac River.** The Harpers Ferry road ends at Route 340, where we'll be turning right to briefly



head into Maryland. Crossing the Route 340 bridge from Virginia into Maryland, as you look to your left, you will see Harpers Ferry upriver, nesting along the Potomac at the confluence with the

Shenandoah. This crucial federal bastion sent federal troops against Mosby again and again. Mosby attacked federal units and trains near Harpers Ferry, but it was foolhardy to ever attack the town

itself. By 1863-64, its surrounding mountain tops were heavily fortified, defended by federal troops. In 1864, when General Jubal Early in roared north down the Shenandoah Valley in late June and early July, federal troops simply retired to these mountain bastions.

Directions: *Continue another several hundred yards down the hill from Cole's headquarters on Route 671 to its intersection with U.S. Route 340 at the stoplight. Turn right and cross the bridge to Maryland. From the bridge is a superb view upriver (left) towards Harpers Ferry. Once in Maryland, you will be taking the third exit in about a mile—for Knoxville and Brunswick, Route 478.*

**STOP 8—The Berlin Bridge over the Potomac.** The brand spanking new 1859 turnpike bridge connecting Berlin (now Brunswick) Maryland and its Baltimore & Ohio Train Station to Virginia was destroyed under orders of General Thomas Jonathan Jackson in mid-June 1861, cutting Virginia from the Union. Accordingly, any federal attacks on Virginia thereafter would require fording the Potomac or building a pontoon bridge. This was



done by the Union Army of the Potomac in October 1862 after Antietam and in July 1863 after Gettysburg, as shown at left. Mosby's Rangers used

the fords when they needed to cross, or quiet efforts in small boats to lonely places along the river. An old road they knew ran along the Virginia shore upriver (across in this photo) to Harpers Ferry. That road was used in their attack on Cole's Cavalry at Loudoun Heights in January 1864. Federal forces guarded the river crossings to Maryland, in effect making sure no goods from the Free State could reach the beleaguered "Mosby's Confederacy" in Loudoun and Fauquier—even to aid Unionist families. As you might expect, smuggling in to Virginia became a rampant (if difficult) art form.

*Directions:* Take Maryland Route 478 through the small crossroads village of Knoxville, turning right there at the intersection to head to Brunswick, known as Berlin during the Civil War. When you come in to Brunswick, you will be on Potomac Street, paralleling the river. Look up for the overpass; take the first left beyond it, Maryland Avenue, which goes out to a roundabout. You will be coming in at five o'clock on the circle; go counter-clockwise around the circle to leave at seven o'clock on the bridge over the Potomac to Virginia. Once up on the bridge, look left and right to see superb views of the storied Potomac. The 1859 bridge (in ruins in the previous photo) was just down river (left); the pontoon bridges just up river (right).

**STOP 9—Linden Hall, headquarters of General Thomas Devin's Union cavalry brigade during the winter of 1865, and home of the so-called "Waterford Union Ball."** Linden Hall, started in the 1790s, straggles back from the Berlin Turnpike in a series of yellow red-roofed additions. It was the home of a prosperous cattle farmer, Armistead Filler, who waffled back and forth between Union and Confederate sentiments as it was useful, but mostly sided with the Union. It is said *he* was one of the busy smugglers of goods from across the river. From January 1<sup>st</sup> to February 24, 1865, General Thomas Devin's 2<sup>nd</sup> Cavalry Brigade of six regiments (including the 1<sup>st</sup> New York Dragoons, the 6<sup>th</sup> and 9<sup>th</sup> New York Cavalry, and the 17<sup>th</sup> Pennsylvania cavalry) encamped in a circle about the village of Lovettsville just to the south, including on this farm. This was largely because it had been spared by the November-December burning raid and thus had forage for cavalry horses. With the Mosby threat, 2,500 federal cavalrymen could be useful here in northern Loudoun. Devin made his headquarters at this farm, Linden Hall. Here, earlier in the war on March 12, 1863, in a



storied incident of Loudoun history, Armistead Filler's early spring ball was invaded by members of the Confederate 35<sup>th</sup> Virginia Cavalry seeking to arrest Taylorstown miller Henry Williams to appear in a murder trial. They found members of the Unionist Loudoun Rangers at the ball, and their Sgt. Flemon B. Anderson was captured immediately. Anderson's handsome sister Mollie intervened, promising to dance with Lt. Richard C. Marlowe of the 35<sup>th</sup> Virginia for the rest of the evening if he would parole her brother rather than send him on to Richmond as a prisoner-of-war. Marlowe took her up on it, and was good to his word. Anderson would later be exchanged. But he later led a Loudoun Ranger raid on a Confederate winter ball at Washington Van Deventer's at Locust Grove ("Liberty Hall") east of Hamilton on March 4, 1864. in which there were significant Confederate casualties among members of the 6<sup>th</sup> Virginia Cavalry. Gabriel Braden was wounded, his brother Hector was killed, and their female cousin evidently was wounded among others. Flemon B. Anderson would be seen as no gentleman by his Southern counterparts thereafter, which will bring an awful end to this story at this tour's STOP 13 on Christmas Eve, 1864. Typical of this area, Anderson and the Bradens were cousins. Is it easier to hate someone you know . . . ?

*Directions:* Arriving across the bridge from Berlin into the Old Dominion, drive 1.3 miles to the first large farmhouse on your left. In yellow with a red roof and surrounded by stone ruins, this is Linden Hall Farm.

**STOP 10—Lovettsville, home of many of the Unionist Loudoun Rangers who fought Mosby.** Three miles south of the Potomac is



the town of Lovettsville, known as "the German settlement" due to its colonial antecedents. The Loudoun Rangers-- a Union cavalry and scouting unit raised in the summer of 1862 by Captain Samuel Means, a Unionist miller from

nearby Waterford, actively recruited here. Union troops crossing the Potomac often noted the Union flags flying here as they entered this first Virginia village on the road south. While the town has grown somewhat in recent years, the main street (“Broad Way”) still clearly shows the German origin of the settlement. Mosby’s men despised the Loudoun Rangers, and particularly these non-slave owning German-Virginians that would support the invading federal enemy. The 2,500-strong Union cavalry under General Thomas C. Devin based about Lovettsville during the winter of 1865 was hit in an ill-fated January 17<sup>th</sup> nighttime attack on a camp a mile-and-a-half west of town at George’s Mill. Some of Mosby’s men, the infamous John Mobberly, and members of the 35<sup>th</sup> Virginia Cavalry came from over the Short Hill to the west, not aware of the vast size of the federal encampment. The federal cavalry “cleaned their clock.” The locals were rather pleased.

*Directions:* Coming into Lovettsville, another mile south from Linden Hall, you will be met by the infamous “squirkle”—a round-about of sorts, with stop signs. You will see a Virginia Civil War Trails sign on your left coming into the squirkle; pull over to the right to park in order to read the sign which pertains to the Unionist Loudoun Rangers raised in the town. To see Lovettsville and continue your tour, go almost completely around the squirkle until you are facing a 7-11 store; there turn right onto Broad Way, Lovettsville’s main street. You will see subtle signs of German influence in the homes and their placement. There is a Virginia Civil War Trails sign on your right at Loudoun Street.

**STOP 11—McKimmey’s Landing, launching point for the Point of Rocks Calico Raid, July 1864.**



Standing along the Potomac River at McKimmey’s Landing, you can see brilliantly the Point of Rocks across the river, a well-known native-American landmark

and trading place. The current lane into the boat launch is placed almost exactly where the road was to the Point of Rocks Bridge until it was destroyed on General Thomas J. Jackson’s orders in mid-June 1861. On picket post, the first man to die in the Civil War on Loudoun soil died here August 5, 1861 where the boat launch lane intersects with the paved Route 672 from Lovettsville. Cumberland George Orrison was a member of the Loudoun Cavalry (Confederate) killed by members of the 28<sup>th</sup> New York “Niagara Rifles” who had crossed upriver for a dawn attack. Crucially, the New Yorkers were guided by Union-sympathizing Waterford miller Samuel Means. This might explain the enmity Mosby’s men had for Means and the unit he later formed, the Unionist Loudoun Rangers. It was also from McKimmey’s Landing on July 4, 1864 that Mosby’s men launched an attack against the Union garrison at the Point of Rocks, working to coordinate with Confederate General Jubal Early’s July 1864 attack on Washington. Mosby’s men forded above the island to your left that divides the river west of this location. Meanwhile, Mosby had a 12-pounder cannon placed on the raised plateau that overlooked the landing to cover his troop movement. Making it across, Mosby’s command came down the C & O Canal towpath, cut telegraph lines along the B & O Railroad, ran off some 250 Union cavalry of Cole’s Cavalry and the Loudoun Rangers, and disrupted a U.S. Treasury Department employees Fourth of July picnic on the C & O canal boat *Flying Cloud*. The federal camp was destroyed, then Point of Rocks’ mercantile establishments were looted by the Rangers, giving rise to the name “the Calico Raid.” Many girls in Mosby’s Confederacy received cloth, a new dress, or the latest hat after the raid. It seems Point of Rocks merchants were friendly with Loudoun’s Unionists, and a few were even escapees from Confederate Loudoun, so bore the wrath of the Rangers. Sadly, Hester Fisher, just 18, was watching the skirmish from her porch in Point of Rocks when hit by a stray round. Her death did little to build support for Mosby or the Confederacy on the Maryland side of the river. Skirmishing then continued back and forth across the river next day with the vaunted 8<sup>th</sup> Illinois Cavalry, the unit most respected by Mosby’s command.

*Directions:* Continue through Lovettsville. Just beyond the brick community center on your left, turn left on to Lovettsville Road,

*Route 672. Approximately 7 miles east of Lovettsville, there is a marked public boat landing on the left just short of U.S. Route 15. Turn left here, stopping first at the Civil War Trails sign, then continuing down to the Potomac River. The actual “Point of Rocks” is the large rock outcrop across the river. The village of Point of Rocks, to the right of the outcrop, and be reached by crossing the Route 15 bridge over the Potomac.*

**DRIVE-BY MOSBY VIEWSCAPE TO NOTE: The Furnace Mountain Road to Taylorstown.** This small, winding, gravel road cuts across the west face of Furnace Mountain, visible in the photo, a part of the Catoctin Mountain chain that comes to the river at McKimney’s Landing. Just down the Point of Rocks Turnpike towards Leesburg—current day U.S. Route 15—was the Potomac Iron Company’s furnace. Ironically, it was owned before the war by Union General John H. Geary, leader of the first Union troops to



occupy Loudoun and Fauquier in March of 1862. The mountain received its name not only due to its proximity to the furnace but due to the fact that the forested hillsides supplied charcoal to fuel it. This early 1850s road provided access to the mill

at Taylorstown, now interested in using the new Point of Rocks bridge to access the B & O railroad. It was likely also used by slaves seeking freedom via the underground railroad with local Quaker help just before the War. Certainly Mosby knew of it, and his men used it as a regular shortcut on patrols to Point of Rocks to keep an eye on Cole’s Cavalry or the Loudoun Rangers. This road is a delight to walk or drive in the brilliant array of autumn.

*Directions: From the boat launch at McKimney’s Landing, cut diagonally across the paved Lovettsville Road to the dirt road (Route 665, Furnace Mountain Road) heading up the mountain. Take this road approximately 3.5 miles to Taylorstown—where you come to a stop sign. Turn right to enter the village of Taylorstown.*

## **STOP 12—The Catoctin Mill and Distillery, home of prominent Virginia Unionist James Downey—site of a failed raid.**

James Downey was a forthright Unionist, elected Speaker of the House of Delegates of the Unionist Virginia government set up at Alexandria after the departure of Virginia’s western counties into the new state of West Virginia in June of 1863. Here, Downey ran a mill as well as a distillery.

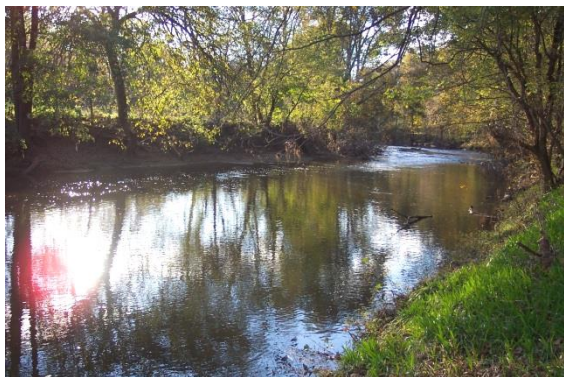


Downey’s son-in-law, Charles Webster, who had lived here for a time, was the sometime drillmaster for the Unionist Loudoun Rangers. Ultimately, Webster was arrested for the murder of James Simpson, captain of Company I of the local 8<sup>th</sup> Virginia Infantry (Confederate) and was tried and sentenced to hang at Richmond. He tried to jump from the third floor of Libby Prison the night before his slated execution, broke both legs, and was famously hanged while sitting in a chair the next day, April 10, 1863. James Downey’s distillery was frequented by soldiers of both sides, and Downey’s daughters had a good ear for intelligence, often passing it on to federal authorities. Colonel John S. Mosby was a teetotaler, working to keep his Rangers from drinking “the hard stuff,” though often with minimal success. [Mosby referred to his band as “my Tam O’Shanter Rangers” in reference to Scottish poet Robert Burns poem about a rough night’s walk home after a night at the pub by one Ranger-like Tam O’ Shanter.] Further, Mosby could not help but be concerned that his Rangers might have “loose lips” at the distillery should they visit. On March 30, 1865, a small detail of Rangers led by Quartermaster Wright James was sent on a “corn raid” to James Downey’s distillery, known locally as “Downey’s Still House.” It sat along Catoctin Creek near Taylorstown. Their orders were to burn it, as the distillery used grain needed for forage for the hundreds of horses of Mosby’s command, and also because Downey was the Speaker of the House of the Unionist government of Virginia at the time. Before they regretfully burned the still house, the Rangers decided to drink their fill first. Several days later, the Rangers returned to take advantage of Downey’s smoke



house, filled with ham. This time, they fell victim to an attack of the local Unionist Loudoun Rangers and seven—including Quartermaster Wright James—were captured. Neither the mill nor distillery are still standing, but Downey’s house is still a handsome landmark.

*Directions: Turning right onto the paved Taylorstown Road from the gravel Furnace Mountain Road, go through the village of Taylorstown, past Loudoun’s oldest house (Hunting Hill, 1737, on the right just past the closed store) and the 1798 stone mill just before the bridge. On the far side of Catoctin Creek, turn left onto Route 663, Downey Mill Road. This lovely*



*gravel road follows Catoctin Creek to Downey Mill, just under a mile down the road. Many people park in the lot by the bridge, where Downey Mill Road begins, and walk to the Downey home and mill/distillery site. It is one of the Mosby Heritage Area’s most scenic walks. The Downey house sits where the road today presents a horseshoe; the mill and distillery were across the road.*

### **STOP 13—The Flemon B. Anderson House, site of a Christmas Eve tragedy in 1864.**



Here on Christmas Eve 1864, Sergeant Flemon B. Anderson and two friends of the Loudoun Rangers returned to visit his mother at this house between Taylorstown and Waterford, unionist country. A celebration

was soon put together, with food, music, and dancing. Anderson fiddled, with his new fiancée beside him. At just after 10:00 p.m. a patrol from Mosby’s Rangers and E.V. White’s cavalry battalion

went by and saw the federal cavalry saddles on the horses tied outside the house. They crashed the party, led by Wes Auldridge and Gabe Braden. Mosby’s men knew Anderson, with whom they had a history (look back to the Waterford Union Ball story at STOP 9). Anderson bolted, heading to the back kitchen. His saber hook caught on a kitchen chair, making it impossible to get out the back door. He turned to face his pursuers and was gunned down as his mother screamed. Suffice to say, he never saw Christmas day. Flemon was buried in Union Cemetery in Waterford the day after Christmas as his mother and fiancée watched. These men had all known each other before the War—the tragedy of civil war.

*Directions: Return to Taylorstown Road at the bridge from the Downey home, turning right and climbing the rise back into the village. Take the first right, Loyalty Road (Route 665). Some three miles south through lovely countryside, you will come to Bald Hill Road on the left. Loyalty Road then pitches downhill and curves to the right; the first house on the left set back behind an elaborate stone wall is the now Victorianized Flemon B. Anderson house.*

### **STOP 14—House and mill of Loudoun Rangers Captain Samuel C. Means at Waterford.**

Sam Means had bought the 1831 Waterford Mill in 1857, and moved into a stone and brick house on Bond Street that overlooked the mill. Married to a Quaker wife—Waterford had been founded as a Quaker settlement and still had many Quakers by 1861—Means had mixed feelings about the coming war, except as to how it might impact his business. Ultimately, excessive Confederate pressure to declare his sympathies caused him to bolt across the river in early July 1861. He would help lead a raid of federal soldiers across the Potomac against a Confederate picket post at McKimney’s Landing early on August 5, 1861 (see STOP 11), earning the enduring enmity of many Loudouners, as the victims of the raid were local boys. Confederate forces then had the Means’



house watched should “the traitor Means” return. William E. Grubb, a Loudoun Cavalry soldier on stakeout near the house the night of October 24, 1861 was found dead the next morning, increasing the stories about Means. Samuel Means approached federal authorities about establishing a Loudoun Unionist cavalry unit early in 1862 that could act as scouts for the Union army entering the region, but also act as protection for northern Loudoun’s Quaker and German populations in the Waterford-Taylorstown-Lovettsville area. The unit was authorized on June 20,



1862, and men were recruited at Waterford, Lovettsville, Goresville (across the Catoctin mountain range to the east, near today’s Lucketts), and Taylorstown. The Independent Loudoun Rangers would be a constant thorn in Mosby’s side, although more often than not, they were bested by the highly skilled horsemen of Mosby’s command. The Waterford Mill was spared by Union troops during the Great Burning Raid of late autumn 1864. For a time a century later, the Means house was the home of noted

Civil War historian John E. Divine. The village of Waterford would become the first National Historic Landmark village in the United States, its restoration a labor of love of its citizens guided by the non-profit Waterford Foundation.

*Directions:* Continue south on Loyalty Road from the Flemon Anderson House until entering the village of Waterford about two miles further on. At the “V” in the road just beyond the modern elementary school, bear right, and continue to the stop sign in the middle of the village. Turn right again, and in several hundred yards where the road curves, you will see the four-story mill on the left, the stone and brick Means house across the main street on the dirt Bond Street. Don’t confuse it with the stately brick Mill End, an earlier mill owner’s home across the street on a towering hill. Today, a white clapboard African-American church of 1891 sits across the lane from Means’ house, between the mill and Sam and

*Rachel Means’ home. There is a place to park just a little beyond the mill on the right, and you can walk back for your visit.*

**STOP 15—Sunnyside, where young women published a Union newspaper right in the noses of Mosby’s Rangers.** The home of avowed Unionist (and daring Lincoln voter) John Dutton was Sunnyside. It was rumored to be a stop on the Underground Railroad. Dutton fled to Point of Rocks, Maryland when the war began. But his daughters took things into their own hands. Lida (below left) and Lizzie (below right) Dutton reported from this house in rebel Virginia from the Union point of view, running the copy for *The Waterford News* across the Potomac (wading across!)



to have it printed in Baltimore, then selling it to local Unionists and Union soldiers. This was done with guts & good humor in 1864-65! The Dutton sisters would witness a Mosby skirmish just up the street in May 1864. See Stop 16!

*Directions:* Reverse direction and retrace your way through the village to the three road intersection in the village center, taking the right-hand fork onto Second Street. Being careful to stop at the traffic-calming stop signs, look for this house after Patrick Street, the second house on the left beyond, white with green shutters.



**STOP 16—Site of Mosby ambush on the Loudoun Rangers on the south edge of Waterford.** Here on Tuesday May 17, 1864 Mosby’s Rangers did battle with their local nemesis, the Unionist Loudoun

Rangers, many of them from Waterford, Taylorstown, and Lovettsville. Mosby's men caught the attention of the Loudoun Rangers at this location, and they gave chase out of town to where an ambush lay in wait where they received a drubbing. Loudoun Ranger Charles Stewart lay in the road after the fight, and local doctor Bond was run off by the arrival of the renegade Confederate guerilla group led by John *Mobberly*, who cruelly trampled the badly wounded Unionist by going back and forth over him on his horse. Stewart survived, thanks to Dr. Bond. [He would be one of three local men hired to ambush Mobberly in April 1865, which they succeeded in doing, killing Mobberly at the Luther Potterfield Farm west of Lovettsville on April 5<sup>th</sup> (see STOP 5 earlier in this tour).] Later that May 17<sup>th</sup>, the Loudoun Rangers formed a line of battle on a ridge north of Waterford where the modern elementary school is today, but were pushed out of the village by Mosby.

*Directions:* Continue up Second Street to Factory Street which will take you to a "T" intersection at Clarke's Gap Road, Route 662. Turn right, and immediately leaving the village, you are where the Loudoun Rangers began their ill-fated chase of Mosby's men. A half mile ahead on a curve (near the stone "Graystone" above the road on the left), Mosby predictably sprang his lethal trap. The fighting then continued back to the field at Waterford's outskirts.

**STOP 17---"Katy's Hollow"—the Mosby ambush site near Hamilton, Tuesday, March 21, 1865.** When some 1000 federal cavalry and infantry under Colonel Marcus Reno marched out of Harpers Ferry again burning barns to complete the unfinished work of the November-December 1864 Great Burning Raid, Mosby's men prepared to ambush them. A six-man squad of Mosby Rangers shot at the expedition at Heaton's Crossroads on the east end of Purcellville, repeated the gesture a bit east half way to Hamilton, and then attacked at St. Paul Street in the middle of Hamilton. Company G of the 12<sup>th</sup> Pennsylvania Cavalry gave chase up St. Paul Street and on to Sands Road, the old road to Lincoln. Mosby's men, hiding in tree cover on the left of the road ("Katy's Hollow") a mile out of Hamilton near a curve at William Tavenner's property, ambushed them just as the first major thunder-storm of the spring hit, adding a touch of otherworldliness to the event.

They did heavy damage. Mosby's men pursued the federal cavalry back to the outskirts of Hamilton. Two over-eager teenaged Rangers charging on were killed when they hit a defensive line of



Union infantrymen hastily organized at the village outskirts. Lt. John Black, the badly wounded Union leader shown at left, was left behind on the road near where the attack had begun. He was snatched up in a driving rain by a Quaker mother and three daughters, who nursed him back to health. To this day, these good Samaritans have not been clearly identified, which is telling. Black would later write home to his wife of his kind and courageous treatment at the hands of

the Quakers who took him in when left to die by Mosby's men:

I have been at two different houses. The first place I was at was an old lady and her three daughters. They treated me as a mother and sisters would treat a person . . . For fear some rebels might chance along and move me south, I was one night moved to where I now am . . . I am receiving every care and attention that can be given anyone . . .

*Directions:* Continue on Clarke's Gap Road to the stoplight at Route 9. There turn right, heading west on 9 to the next stoplight. At the light, turn left on to Hamilton Station Road, Route 704. Take this road a mile, crossing beneath the Route 7 Bypass on to the stop sign in Hamilton at E. Colonial Highway, Business Route 7. Turn right here, and go through this small town about ½ mile to a downhill curve in the road where St. Paul Street can be seen on the left opposite a business block. Here Mosby's Rangers lured federal cavalry up this street and on towards the Quaker village of Goose Creek, now Lincoln. Follow them onto St. Paul Street. You will be looking for Sands Road (Route 709) in about one mile, a left which continues on to Lincoln. Once on Sands Road, set your odometer to 0.0 and drive 0.2 mile, shortly after Battle Peak Court, looking for the land falling off to your left at a right-hand curve in the road. This may be the approximate location of the ambush by Mosby's Command; the exact location of "Katy's Hollow" is still argued.

## STOP 17—Goose Creek Friends Meeting, heart of the Unionist settlement of Goose Creek.



The 18<sup>th</sup> century saw many settlers come to Loudoun of Quaker origin, and here at Goose Creek—today’s Lincoln—you will see a stone 1765 Friends (Quaker) meeting. Across the street in brick is the *new* Goose

Creek Friends Meeting, built in 1817-19, and the tiny brick one-room Oakdale School of 1815 that shows their emphasis on learning. Here in Loudoun, most Friends learned to “play it cool” by bringing as little attention as possible to themselves. Some, such as Samuel Janney and Yardley Taylor, were reputed to have helped with the Underground Railroad. Others, when the Civil War came, just farmed and fed the Confederacy, providing (however reluctantly) fodder regularly to Mosby’s Quartermaster “Major” Hibbs in return for Confederate currency or IOUs. Loudoun’s Quakers believed in neither slavery nor war, but the War found them. When 5,000 federal cavalymen came over the Blue Ridge on November 28, 1865 on their infamous burning raid, the pacifist Quakers were harshly targeted as well. The area around the Goose Creek Meeting was a mass of burning mills and barns—even those of Loudoun’s well-known abolitionist, Yardley Taylor. As General Sheridan wrote to General Wesley Merritt who would execute the burning order, “Those who live at home, in peace and plenty . . . when they have to bear their burden by loss of property and comfort, they will cry for peace.” Left in a pitiful state, less than a year later during the summer of 1865 Goose Creek’s Quakers offered to name the new post office they proposed “Lincoln” in honor of the recently murdered President who had been in charge of the war that had destroyed them. It worked, and Lincoln, Virginia became the first “Lincoln” in the United States named for Father Abraham rather than for the major English city of Lincoln. These hardy farmers rebuilt quickly after the War. Their rural roads and villages remain through intense preservation efforts. Today there is a Civil War Trails sign on the north side of the parking lot telling of the burning raid in pacifist Quaker country.

*Directions:* Continue on Sands Road, Route 709 for about a mile beyond the likely Katy’s Hollow ambush site. You will arrive at a stop sign at the settlement of Goose Creek, now renamed “Lincoln.” You will see Oakdale School to your left, Goose Creek Friends Meeting to your right, and the stone house-like Friends Meeting of 1765 next to the parking lot across the asphalt-paved Lincoln Road. Park across the street by the cemetery. You can step in to the current meetinghouse and look through the windows into the school. You can walk through the cemetery, too, and see those who endured Mosby’s Confederacy as Unionists.

### THIS ENDS TOUR FIVE.

#### Directions for getting home:

- To get to Route 7:** Turn right, taking this one mile to a circle at Business Route 7. Come into the circle at six o’clock, and leave at 12:00 o’clock, Route 287. Just beyond the second stoplight, you will see Route 7 entries on the right first to go east, and then on the left to go west at the stop light. This major divided highway heads west to Winchester and east to Leesburg and to Route 15 and the Dulles Greenway.
- To get back to Route 50 and Atoka:** From Lincoln, take the paved Lincoln Road, Route 722 left out of the meetinghouse parking lot a mile north to the stop sign at Route 1610. Turn left onto East A Street, taking this through many stop signs until you come to a roundabout at Silcott Springs Road, Route 690. Go around the circle from 6:00 to 9:00, heading south. At the flashing light some half-dozen miles down the road at the Snickersville Turnpike, Route 734, continue across onto Saint Louis Road (Route 611) and drive another half-dozen scenic miles to its end at Route 50. There, turn left to reach Middleburg (4 miles) and Aldie (9 miles) or right to reach Atoka (0.5 mile), Upperville (4 miles), Route 17 (7 miles) or over the Blue Ridge to Winchester.

**ACKNOWLEDGEMENTS:** Tour design, text, photos, and cover are by Richard T. Gillespie, VPHA Historian Emeritus.



## *Hunting the Gray Ghost*

### TOUR 5— Mosby, the End of the War, and After

*Tour 5--Mosby, the End of the War, and After* explores the Mosby story at the end of the Civil War, when the Rangers are disbanded and the “Gray Ghost” becomes a civilian attorney at Warrenton, Virginia. In historic Warrenton, you will see some of the finest of Virginia’s architecture amidst memories of both Mosby’s Confederacy and Mosby’s adjustment to the Postwar South. Here are reminders of a Gray Ghost actively involved in political life as a friend of President Grant and a member of the Republican party. It is here, too, that John Singleton Mosby and his family are buried in the Warrenton Cemetery.

**STOP 1—Starting point, Rector House, 1461 Atoka Rd., Atoka.**

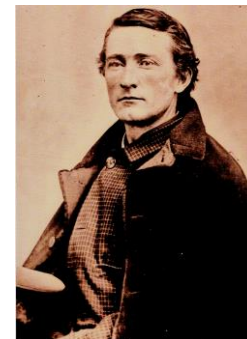
**STOP 2—The Disbandment Site at Salem (now Marshall).** On the foggy, drizzly morning of Friday April 21, 1865 some two weeks after Lee’s Appomattox surrender, at Appomattox, Mosby’s command gathered in this field just behind the village of Salem, for the last time.



Surrender negotiations with Hancock’s staff at Millwood had failed the day before. Mosby read his famous final order thanking and disbanding the famed unit in lieu of surrendering it. He told them,

Soldiers! I have summoned you together for the last time. The vision we have cherished of a free and independent country, has vanished, and that country is now the spoil of a conqueror. I disband your organization in preference to surrendering it to our enemies. I am now no longer your commander. After association of more than two eventful years, I part from you with a just pride in the fame of your achievements, and grateful recollections of your generous kindness to myself.

Mosby would recollect in 1895, “Life cannot offer a more bitter cup than the one I drained when we parted at Salem.” In coming weeks, Rangers turned themselves in to Union forces to seek parole when they thought it safe. At Lynchburg in June 1865, Mosby did, too, not far from his family home in Amherst County.



*Directions:* Turning left out the Rector House parking lot at Atoka, turn left onto Route 713 Atoka Road opposite the store. Head south six miles to the “T” intersection at Rectortown Road, Route 710, and turn left, heading several miles in to Marshall. As you come in to town, you will see Salem Avenue on your right just before the Marshall fire station. Turn right there and go one block to Frost Street. In these fields just north of the village, the disbandment took place. Turning left onto Frost Street, you will soon see a granite marker on your left that mentions the disbandment of Mosby’s command.

**STOP 3--Road Island, Mosby’s rented postwar home.** In late 1865, Mosby decided not to return to his pre-war residence and law



practice at Bristol in southwest Virginia. Instead, he chose to make use of his many potential Ranger clients in Fauquier, Prince William, and Loudoun counties by setting up a law practice at Warrenton. Mosby rented “Road Island” beginning in late 1865, hidden in a grove of trees beside the

familiar road that connected Warrenton to the former “Mosby’s Confederacy.” Ironically, Mosby was without a horse for part of this time at his new home. So he donned a cape—soon dusty--and walked the four miles to his Warrenton law office. He was often seen carrying a simple olive green canvas cloth around his legal papers. As you drive to Warrenton, you will be following the route Mosby walked. He lived at Road Island from 1866-75, practicing

law on the Fauquier-Loudoun-Prince William court circuit. Mosby transitioned here to the many changes that came with life in the postwar South. Photo: 1866, Valentine Museum.

*Directions:* From Frost Street in Marshall, turn left onto Route 55 and go a block to the to the stop light. Turn right there to head out of town on what becomes Route 17 and on to Warrenton. At Blantyre Road (Route 628) some 7 miles south of Marshall, turn left. “Road Island” is the first house on the left at the corner of 17 and Blantyre Road in a grove of trees. It is private property.

#### **STOP 4—Brentmoor, Mosby’s postwar (1875-77) home.**



In time, while practicing law as a Warrenton attorney, Mosby had sufficient funds to purchase the Judge Spilman house from James Keith at 173 Main Street Warrenton. John and Pauline Mosby loved the handsome 1859 home and its location just six blocks from Mosby’s law office. Unfortunately, Mosby’s

beloved Pauline (below) died in childbirth in May 1876 in the upstairs bedroom after living in the home just a year. Together with being shot at one night on the way from the Warrenton train station (Mosby had become unpopular as one of the few postwar Confederate Republicans), Pauline’s untimely death led Mosby to sell the house in 1877. Former Confederate General Eppa Hunton, then a Congressman and later U.S. Senator, bought the house.



*Directions:* To get here most easily, take no turns off Route 17 (including Bypass 17 that goes around Warrenton). Keep on Business 17, going through the light at Bypass 29, and motor on Winchester Street into downtown Warrenton. Turn right at the stop sign and then immediately left onto Main Street by the courthouse, following the signs for the visitor center, which is next to Brentmoor. Look for Calhoun

Street, which turns left off Main and takes you to parking at the Visitor Center on the right. Brentmoor, though at 173 Main Street, backs up to the Visitor Center. Staff here is helpful with questions about Brentmoor, Warrenton, and Fauquier County. The visitor center has restrooms.

**STOP 5—California Building, Mosby’s law office.** Mosby’s postwar law office was in this building, just across Court Street from the Fauquier County Courthouse (see STOP 5). Mosby practiced at the Fauquier county court as well as at Brentsville, where Prince William County’s court sat at the time, and at Leesburg, Loudoun’s county seat. He had many former Rangers among his clients. After his friendship with President Grant grew and he became a Republican, Mosby’s law practice dropped off from 6,000 clients in 1870 to 1100 in 1876. Few former Mosby Rangers were Republicans in the Postwar South. Republicans, as far as most white Southerners were concerned, had brought on the “War of Northern Aggression”! The California Building was funded by the California Gold Rush earnings of its builder, two-time Virginia Governor William “Extra Billy” Smith, hence the name. Smith was Governor in 1864-65, at the peak of Mosby’s Confederacy. He lived just south of town.



*Directions:* While the technical address of the California Building is No. 1 Wall Street, it sits on the North side of Hotel Street between Court & Culpeper Streets. From Brentmoor, walk six blocks back to the courthouse, which will be on your left. At the near side of the courthouse, turn left onto Court Street. You will see the California Building on the left as you near Hotel Street; it is on the corner. Though Mosby is long dead, the building still houses law offices!

**STOP 6—The Fauquier County Courthouse where Mosby practiced law.** The original court building in which Mosby practiced law burned in 1890. This building was constructed to replicate the original. The day of John Mosby’s funeral, June 1,

1916, his body was brought in from Washington where he had died at Garfield Hospital two days before. Twenty-seven former Mosby Rangers met the train and acted as an honor guard to the Warrenton Town Hall where Mosby lay in state for four hours. They then took him to the Warrenton Cemetery where a Catholic service of burial was performed. Afterwards, the twenty-seven Rangers present and one African-American man associated with the Ranger unit posed for a famous photograph on the steps of this courthouse.

*Directions:* The Fauquier County Court House sits opposite the California Building at the corner of Court and Main Streets.

**STOP 7—Mosby Monument.** Erected four years after Mosby’s death on June 26, 1920, this simple, rough stone obelisk recalls Mosby’s connection to the region. The monument came at a time when Mosby’s reputation had been somewhat rejuvenated, following just four years after his death. In part, the monument proclaims, “He has left a name that will live till honor, virtue, courage all shall cease to claim the homage of the heart.”



*Directions:* The monument sits on the lawn on the west side of the Fauquier Courthouse in front of the 1808 Old Jail building (in background of photo above) that now serves as the museum of the Fauquier Historical Society. The Old Jail is open Tuesday through Sunday 10:00 to 4:00; you can see the monument anytime.

**STOP 8--Beckham House, where General Edwin H. Stoughton was brought after his capture at Fairfax Courthouse.** The Warrenton home of John Grigsby Beckham on Culpeper Street became famous on the morning of Monday March 9, 1863 when John Singleton Mosby and his command brought General Edwin M. Stoughton to the house. The youngest general in the Union



army at the time had been captured earlier that morning at Fairfax Courthouse, snatched from his bed while soundly sleeping. The Beckham’s son, Robert Franklin Beckham, had been Stoughton’s roommate at West Point, and had visited the Beckham residence on a pre-war school break. Breakfast was served to the prisoner, then he was taken on to General Fitzhugh Lee at Culpeper. A short time later, the Beckham’s son was cast into prominence when the famed commander of General J.E.B. Stuart’s Horse Artillery, the “gallant” John Pelham, was killed just to the south at Kelly’s Ford on March 17. Beckham, who grew up here, succeeded in Pelham’s role.

*Directions:* From the Mosby Monument, walk to the right around the old jail to Ashby Street, turning left. At Hotel Street, turn left. Walk by the large-columned Warren Green Hotel where General McClellan relinquished command of the Army of the Potomac to General Ambrose P. Burnside in November 1862. At Culpeper Street, turn right. The Beckham House, now the Fauquier Club with blue awnings, is just ahead across Culpeper Street at #37.



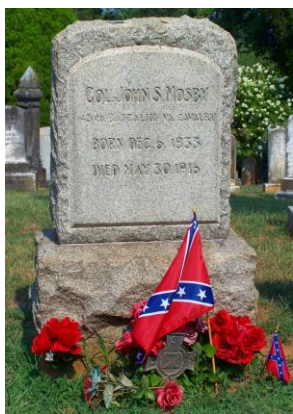
**STOP 9---The Barber Shop where Mosby and a barber outwitted the federals.** This is the site of the apocryphal Civil War story of Mosby in the barber’s chair, most likely sometime in 1863. When Union soldiers began searching the town, a federal officer entered to question the barber as to whether Mosby had been seen. The quick-thinking barber lathered up Mosby to the point he was

unrecognizable. The well-lathered figure in the barber’s chair was questioned as well, but neither he nor the barber had any idea where the famous guerilla was. One version of the story has Mrs. Pauline Mosby entering the shop during this tense moment with a package of intelligence for Mosby, but gives it to the barber instead, maintaining it was a powder for the barber’s wife to make the popular Virginia drink “Shrub.” When the Union officer left, Mosby was quickly shaved off, given the package, and escaped.

*Directions:* The barber shop site is on the east side of Culpeper Street at #15-17. From the Beckham House, walk uphill a brief distance toward Main Street; #15-17 is on the left. Most recently,

*the location is painted dark green. The barber shop is no longer there, unfortunately—that's an idea for an enterprising soul!*

**STOP 10—Warrenton Train Depot, where Mosby's postwar unpopularity was punctuated with a shot.** Mosby commuted a great deal to Washington as part of his activity in the Republican party during the 1870s after the War. His unlikely friendship with General Ulysses S. Grant as President transferred to his successor, former Union General Rutherford B. Hayes, who had fought Mosby in the Shenandoah Valley in 1864. This unseemly friendship made Mosby especially unpopular in the days after the 1872 amnesty returned the vote to former Confederate soldiers. Ironically, Mosby had been instrumental in advising President Grant to issue such an amnesty. In 1878 the widowed Mosby had already left Brentmoor, sending his children to live with his mother in Amherst County. He was coming from Washington to Warrenton on legal business for his waning practice via the Orange & Alexandria Railroad and its 9-mile branch from Warrenton Junction (now Calverton) to Warrenton. Arriving at the depot, he began to walk towards the courthouse. Someone took a shot at him—missing, fortunately—but the incident led Mosby to ever more fervently look for an escape from his Warrenton law practice. Ultimately, he received an appointment as Consul to Hong Kong from President Hayes, and so headed to the Far East in early 1879 as the newest employee of the United States government. An interesting piece of irony, this! At Hong Kong, the former guerilla commander annoyed the consular establishment with dogged attention to details and moralistic efforts to stamp out corruption. A pesky fellow, he!



*Directions:* Reverse direction on Culpeper Street and walk two blocks downhill to Beckham Street, turning left. Walk down the hill on short Beckham Street to its end at the Warrenton railroad depot.

**STOP 11. Warrenton Cemetery, where Mosby lies with his family.** As Warrenton was the postwar home of Mosby's daughter, Virginia Stuart Mosby Coleman

(she lived at "Pelham" on Culpeper Street out beyond the Route 29 Bypass), Colonel Mosby often visited the town in his last years. After his stint as U.S. Consul to Hong Kong had ended in 1885, Mosby used his connections with a dying General Grant to obtain a situation as a railroad attorney with Leland Stanford's Southern Pacific Railroad. Accordingly, he lived in San Francisco for many years. In 1901 he began to work for the U.S. Interior Department as a special agent in the General Land Office, and later worked until 1910 as an attorney with the U.S. Justice Department in Washington. But in the final years before his death in 1916, Colonel Mosby often visited Northern Virginia and was seen motoring nearby about the former Mosby's Confederacy. Interestingly, his chauffeur was frequently Henry C. Stuart, the nephew of his former commander, J.E.B. Stuart. [Mosby lost his chauffeur when Stuart successfully ran for Governor of Virginia, taking office in early 1914.] Mosby died at age 82 during an operation at Garfield Hospital on Memorial Day 1916. The last person he spoke with was General Ulysses S. Grant's grandson, who promised to see to Mosby's affairs if he did not survive. His family held his funeral at Warrenton on June 1, 1916 with all due pomp and ceremony. Many surviving Rangers attended. Here at Warrenton Cemetery, John Singleton Mosby was buried with his wife and predeceased children. Rangers Richard Montjoy, Joe Nelson, John T. Waller (grandson of President John Tyler), and other members of Mosby's command rest nearby. A Virginia Civil War Trails sign at the cemetery's entry gate at Lee and Chestnut Streets will help you discover what is behind the gates.

*Directions:* It is recommended that you first retrieve your car at the visitor center by heading uphill from the Depot on Third Street to Main Street, then turning right and walking the four short blocks back to the visitor center on Calhoun Street. Drive from there just beyond the courthouse on Main Street, turning sharp left onto Ashby Street and going two blocks to Lee Street. Turn right on Lee and go to Chestnut; the cemetery gate is at the "L" intersection on your left. Drive in this entry lane to the small brick caretaker's building and park by the side of the road. Looking right, you will see a large white obelisk that is a memorial to the Confederate war dead. As you walk towards the obelisk, Mosby's grave is just short





of it on the right, three stones in, surrounded by his wife and six children. There are Confederate flags about his grave, a U.S. flag more often than not due to his federal postwar service, often flowers, and even a few pennies placed on top of the stone. While here, you may also wish to look for two other well-known Mosby Rangers. Just behind the white obelisk, Richard Montjoy and President Tyler's grandson John Tyler Waller lie. Mosby's friend

Montjoy was killed in a firefight with the Loudoun Rangers on November 27, 1864 near Goresville in Loudoun County. Waller was killed at The Plains in Fauquier in March 1865 in a shootout with the 8<sup>th</sup> Illinois Cavalry while visiting his fiancée, Cornelia Foster. Yes--she saw it all. **Above: John S. Mosby in 1915.**

**THIS ENDS TOUR 4.**

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