

A MIDNIGHT BATTLE ALONG THE MASON-DIXON LINE



By John A. Miller

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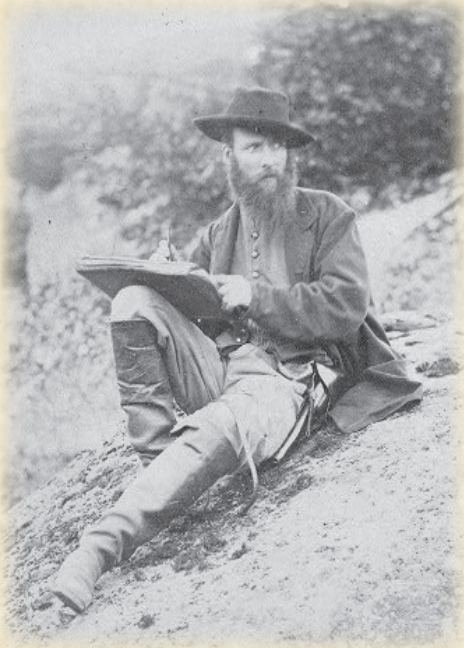
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Cover Photo

Painting by Edwin Austin Forbes, featuring Union soldiers marching near Emmitsburg, Maryland.

The Retreat From Gettysburg In Art



Alfred Waud sitting at Devil's Den after the Battle of Gettysburg. Photographed by Timothy H. O'Sullivan in 1863.

To me, Civil War artwork is a powerful tool that allows us to visualize and interpret the events that took place 150 years ago. Much of the artwork that we see is very romantic in the way it depicts war and death versus actual photographs, where you see what the photographer saw when he struck the tintype or glass negative. In the wake of the aftermath of the Battle of Gettysburg, two artists stand out.

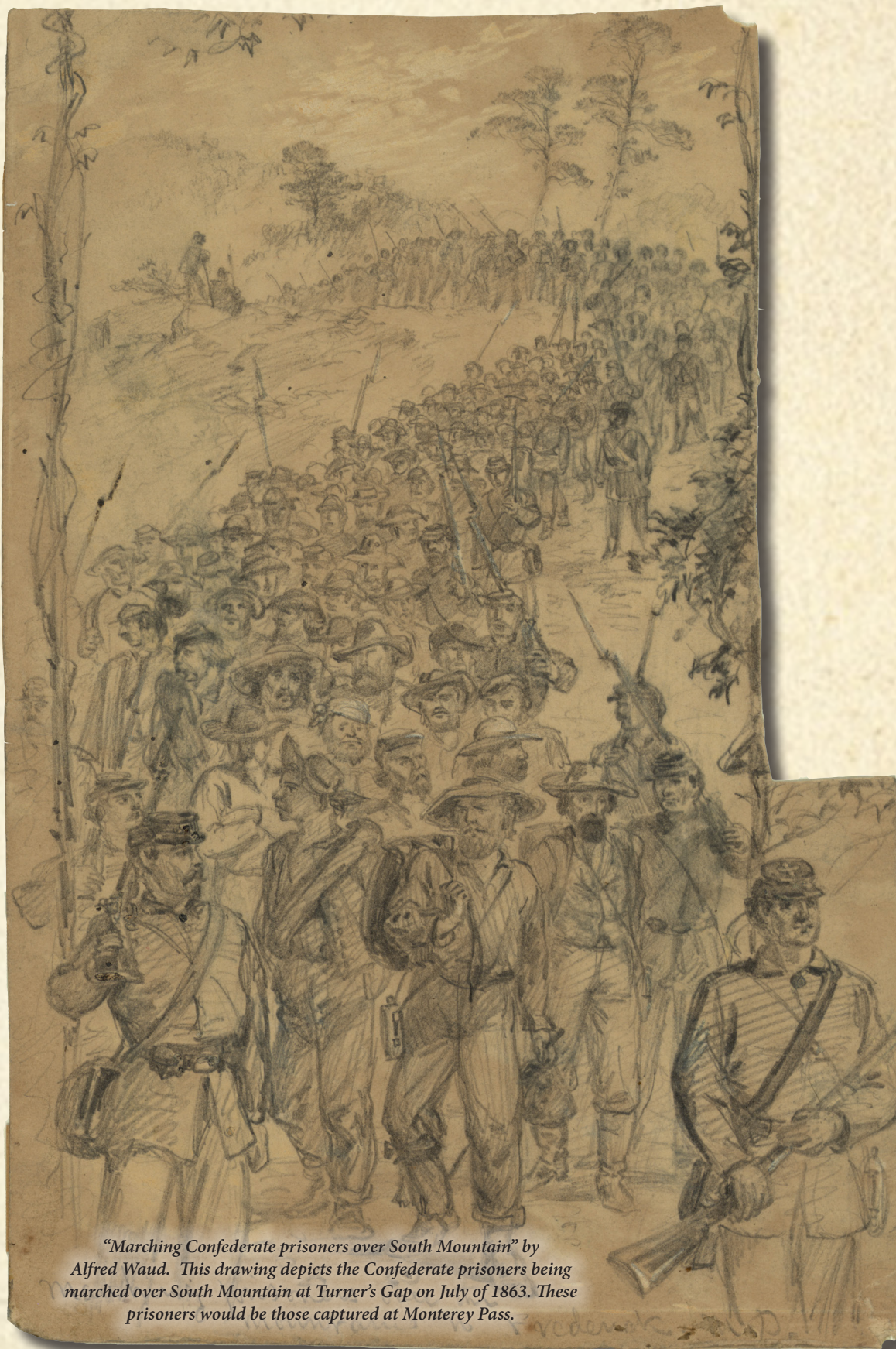
Edwin Austin Forbes born in 1839, was a landscape painter and etcher known for his detailed and dramatic sketches of military subjects, including battlefield combat scenes. Some of his paintings and drawings relating to the aftermath of the Battle of Gettysburg are very realistic.

Alfred Rudolph Waud, born in 1828, was also an artist and illustrator during the Civil War, and was known mostly for the sketches he made as an artist correspondent. Many of his sketches were seen by the public during the Civil War when he joined Harper's Weekly at the end of 1861, resigning from the New York Illustrated News.

Both of these men produced some of the most impressive artwork during the American Civil War.



This painting, by Edwin Austin Forbes, shows Confederate earthworks located just outside of Hagerstown, Maryland during the Retreat from Gettysburg.



"Marching Confederate prisoners over South Mountain" by Alfred Waud. This drawing depicts the Confederate prisoners being marched over South Mountain at Turner's Gap on July of 1863. These prisoners would be those captured at Monterey Pass.

Relics Of The Past



The two larger rings are part of a horse's bridle or reins. The CSA buckle is a great piece of Civil War history, and is the Virginia variant. Next to the buckle is a brass grommet. The round disk under the grommet is a brass locket of some type. Next to the locket there are three civilian/Confederate flat coin buttons. These buttons were commonly issued on jackets during the Civil War. Under the three buttons are two brass percussion caps used to fire the musket. The large grouping under the rifle caps are from case shot. Case shot is a type of projectile for artillery. Next to the case shot is one piece of canister, also for artillery. Next to the single piece of canister you'll see four rifled bullets. The two showing holes in their top are pulled from the musket, suggesting they got wet once loaded into the gun and failed to fire.



These artifacts are part of a private collection that features a pair of field glasses, as well as dominoes, which was a game played by numerous soldiers. The two buttons under the dominoes are made from hardened rubber by the Charles Goodyear Company. The other four buttons you see above the dominoes were also made by Charles Goodyear.



This is a 22cal. Smith & Wesson revolver found on the Monterey Pass Battlefield. Upon inspecting the gun from the Robert's collection, it was revealed that the cylinder still had several cartridges still in it.



The two bullets are Spencer rounds. There were only two regiments that fought at Monterey Pass using Spencer Carbines and they were the 5th and 6th Michigan Cavalry Regiments, belonging to General George Armstrong Custer's brigade.

The Commonwealth Invaded

During the Pennsylvania Campaign, as the Confederate army marched over the Mason-Dixon Line, the area civilians took refuge at Monterey Pass. It was reported that the road leading from Waynesboro to Monterey Pass was flooded with civilians. They took everything they could carry of value.

On June 19th, 1863, Confederate General Albert Jenkins ordered foraging details which included, Company D, 14th Virginia Cavalry to proceed toward Waynesboro and capture horses for the campaign. The next day, they came upon a German farmer who began to scream “O mein Gott, die rebels!” in fear of the cavalrymen. Confederate Lieutenant Herman Schuricht recalled “I soon reassured him, telling him that no harm should result to him if he furnished us with a dinner and rations for our horses, and we were well cared for.”

On June 22nd, a skirmish erupted at Monterey Pass when Lieutenant Schuricht attacked portions of Union cavalry under the command of Captain Robert Bell, Captain Samuel Randall and several members of the Gettysburg Home Guard. The Confederate skirmishers scoured the woods on foot along the Emmitsburg and Waynesboro Turnpike, forcing the militia to retreat toward Fairfield where the chase ended at dusk.



Two unidentified women reading letters



This photograph shows how the typical family packed their belongings in order to flee in the wake of an invading army.



Lieutenant William Horner (above) and Sergeant Oliver Horner (below) participated in the Fountindale fight. Photo courtesy of The Emmitsburg Historical Society.



On June 28th, a twenty-five man Confederate detachment, under the command of Lieutenant John Chamberlayne, made their way from Fayetteville to Fountindale foraging for fresh horses. At the small church near the intersection of Jacks Mountain Road and the Emmitsburg and Waynesboro Turnpike, Lieutenant Chamberlayne saw about 20 horses tied to the post. As church services were underway, Lieutenant Chamberlayne, went into the church to notify the owners the horses were being taken.

At the same time up at Monterey Pass, a detachment of Union cavalymen led by Lieutenant William Horner was trotting toward Fountindale. Seeing the Confederate soldiers ahead, Lieutenant Horner ordered his men to charge.

Seeing the Union soldiers, Lieutenant Chamberlayne ordered six men to stay behind and fight in order to allow time for the horses to get to Fairfield. After several shots and a chase, all twenty-five Confederate soldiers were captured.

Earlier in the day of June 29th, upon leaving Middletown, Maryland, Union General John Buford's cavalry moved along the western base of South Mountain to Waynesboro, Pennsylvania. During the evening, at Monterey Pass, Buford saw the dust being kicked up in the distance by Confederate infantrymen.

As Buford began heading toward Fountindale, Newel Cheney, an officer from the 9th New York Cavalry recalled "An old man stood beside the road near Monterey Springs, with his hat off and tears streaming down his face. As the column passed the men cheered him heartily. At Monterey, some of the officers called and got a well served supper of bread, butter, ham, apple-butter and coffee." After arriving at Fountindale, Buford ordered his cavalymen to halt and to briefly rest.

Even after the Pennsylvania Campaign of 1863, Monterey Pass witnessed much Civil War activity. In July of 1864, during Confederate General Jubal Early's Raid on Washington, Monterey Pass was once again occupied by Confederate cavalry. On July 8th, 1864, Early ordered pickets to occupy all mountain gaps from Crampton's Gap to Monterey Pass in what is known as Early's chain of pickets, encompassing over 30 miles. During this day, General John Imboden and his brigade were reported raiding farms located in and around Monterey Pass.

In the weeks that followed Early's 1864 Raid on Washington, Union cavalry picketing Monterey Pass were among those who first saw the smoke in the distance from the burning of Chambersburg.

The Battle of Monterey Pass

During the morning hours of July 4, 1863, Confederate Major General Robert E. Lee ordered the withdraw of his Confederate army from Gettysburg. General William “Grumble” Jones volunteered for the task of escorting General Richard Ewell’s wagon train as it traveled through the South Mountain pass of Monterey to Williamsport. Through the driving rain, General Ewell’s wagon train rumbled out of Fairfield traveling toward South Mountain. They took a portion of Iron Springs Road, then traveled through Fairfield Pass by way of Maria Furnace Road, onto Monterey Pass, to Ringgold, and then onto Leitersburg. As the wagon train approached Monterey Pass, General Jones had 50 men from Captain George Emack’s 1st Maryland Cavalry, Company B who were ordered to picket the mountain gap as the wagons rolled on. Assisting Captain Emack were portions of Pogue’s and Carter’s batteries, who were serving as couriers and scouts.

During the afternoon of the 4th, as the Confederate army began retreating through South Mountain, seven miles to the east of Monterey Pass at Emmitsburg, Maryland, General Judson Kilpatrick’s Cavalry Division came into town. Kilpatrick’s Cavalry Division consisted of General George Custer’s and Colonel Nathaniel Richmond’s Brigades, who were ordered to attack the wagon train that was moving through South Mountain. At Emmitsburg, Kilpatrick was reinforced by Colonel Pennock Huey’s Brigade and a battery. Kilpatrick left Emmitsburg and headed toward the mountain.

After arriving at Monterey, and seeing that the eastern portion of the summit near Monterey Pass was unguarded, Confederate Captain William Tanner ordered one Napoleon cannon to be deployed, while the rest of his battery continued westward toward Waynesboro. Captain Tanner ordered the cannon to be deployed in front of what would become the Clermont House, facing the village of Fountaindale. The men of Tanner’s Battery unlimbered the cannon and waited for further orders. The lone cannon had only 5 rounds of ammunition in the limber chest.

Toward evening, near the hamlet of Fountaindale, Charles H. Buhrman, a local farmer learned of the Confederate retreat at Monterey Pass as well as the capture of several local citizens. He mounted his horse and traveled toward Emmitsburg looking for any Federal soldiers in the area. He came across one of General Custer’s scouts and reported the situation on top of the mountain, near Monterey Pass.



Union Lieutenant Alexander C.M. Pennington, who commanded Battery M, 2nd U.S. Artillery during the Battle of Monterey Pass.

It was about sundown when General Custer’s Brigade was at the base of the mountain. The 5th Michigan was the first of Kilpatrick’s Cavalry Division to climb the mountain. As darkness began to set in with worsening weather conditions, Custer’s men were blinded by the surprise muzzle blast from Tanner’s cannon. The first shot was fired directly into the head of the 5th Michigan Cavalry, causing confusion and chaos in the ranks of the cavalymen. Two more shots were again fired by Tanner’s men. After the confusion subsided, Emack’s small squad charged and drove the Federals back, where Kilpatrick’s artillery was stationed.

Fearing another Union advance, Captain Emack redeployed his entire force near the Monterey Inn, where Emack’s troopers were positioned on both sides of the road. This was 100 yards from its current position. Meanwhile, Captain Emack rode back toward the road that the wagons were on, trying desperately to get them moving as fast as they could, while struggling to get the other half of the wagon train that was approaching the pass to stop.

General Custer’s Brigade reorganized and advanced toward the summit. For the next several hours in the rain and darkness, the opposing forces engaged in some of the most confusing and chaotic fighting of the Civil War. In

some instances, the soldiers could only tell where the enemy was by flashes of the muzzle from their guns, the cannon or lightning in the sky that illuminated their positions.

Gaining the eastern side of the summit, Kilpatrick ordered the 1st Vermont Cavalry to Leitersburg to attack the Confederate wagons as they came off of South Mountain. He also ordered a portion of the 1st Michigan Cavalry to attack Fairfield Gap, one mile northeast of Monterey Pass.

Near the Monterey House, General Kilpatrick ordered a section of artillery to deploy and shell the Confederate battle line that was positioned along Red Run. By 3:00 am, Custer's men, supported by two guns from Lieutenant Alexander Pennington's battery, dismounted and attacked Captain Emack, who was near the Tollgate house. Fighting raged in the woods, leaving Captain Emack wounded by shell, shot, and a saber.

As the battle of Fairfield Gap came to a close, Captain Emack was finally reinforced by a portion of the 6th Virginia Cavalry and the 4th North Carolina Cavalry, as Custer's men approached. During the thickest of the fight, General Jones ordered his couriers and staff officers to get into the fight, as well as the wounded that could fire a gun. The 6th Virginia Cavalry soon fled the scene as the 1st North Carolina Sharpshooters arrived. The North Carolina Sharpshooters threw up breastworks near the toll house and went to work. Charges and counter-charges were made near Red Run.

The 5th and 6th Michigan Cavalry were ordered to dismount, leaving the 7th Michigan and two companies of the 5th Michigan in reserve. To support Custer's bogged down battle line, the 1st West Virginia Cavalry and a portion of the 1st Ohio were ordered to the front. The West Virginians charged across the bridge and overtook the Confederate cannon, tumbling it down the embankment, and began destroying wagons and taking prisoners.

As soon as the West Virginians cleared the pass and began its charge down the mountainside, Custer and his troopers finally began storming through the long line of wagons, "like a pack of wild Indians." They overturned many wagons and set fire to others as the Union cavalry collected their bounty until dawn. In some instances, panic stricken horses with nowhere to go fell off the mountain cliffs and overturned into the steep ravines. The fight continued into Maryland, making this battle to be the only one fought on both sides of the Mason-Dixon Line. Once Kilpatrick was at Ringgold, Maryland he ordered his cavalry to halt. After taking inventory of the wagons that were captured but not destroyed, they were burned in the open fields at Ringgold.

A portion of the 1st Vermont Cavalry met Kilpatrick at Ringgold after the destruction they caused at Leitersburg. Realizing that he was in dangerous territory, Kilpatrick ordered his cavalry to move south into Smithsburg, where later in the day they were attacked by General JEB Stuart's Cavalry, who crossed South Mountain at Raven Rock Pass. Kilpatrick gives up the fight and withdrew from Smithsburg. He will head to Boonsboro where General William French is in possession of Turner's Gap.



A late 1890's photograph of the toll house at Monterey Pass. It was used as a hospital after the battle. Photo courtesy of John McClellan.

The Fairfield Gap Attack

Fairfield Gap is located a few miles southeast of Monterey Pass on the old Furnace Road and it was where the old Fairfield Road (Maria Furnace Road) followed the western side of Jacks Mountain and then entered the eastern side of South Mountain.

During the Battle of Monterey Pass on July 4th and into July 5th, General Kilpatrick stopped at the Monterey House where David Miller and Jacob Baer were held as prisoners by the Confederates. General Kilpatrick dismounted and walked to the porch where David Miller and Jacob Baer were. Mr. Baer and General Kilpatrick started to discuss the roads of the area and where they led. Mr. Miller informed General Kilpatrick of the Mount Zion Road that led into Smithsburg and Leitersburg. General Kilpatrick then asked Mr. Miller who he knew that could guide a regiment of his cavalry down the western side of the mountain so they could try and cut off the Confederate wagon train. David Miller saw Charles Buhrman talking to some of the Union officers, and he turned to General Kilpatrick and told him that Buhrman was the man for the job. Charles Buhrman had escorted General Kilpatrick's men up the mountain from Fountaindale, where he lived on a farm.

General Kilpatrick asked Buhrman where he thought the wagon train was going. Buhrman later recalled: "Kilpatrick asked me which way I thought the wagon train was going, and where I supposed they would strike the river. I told him they could go by Smithsburg and Boonsboro, and cross the river at Sharpsburg, or go by Leitersburg and Hagerstown and cross at Williamsport. He asked me if there was any

road that I knew of that I could take a regiment and head off that wagon train. I told him there was that I could take them by Mount Zion and then down the Raven Rock Hollow and strike Smithsburg, and if they had not taken that road, we could cross to Leitersburg and there we would strike them for certain."

General Kilpatrick then ordered Lt. Colonel Preston of the 1st Vermont Cavalry to take Mr. Buhrman as his guide, travel through Blue Summit, and take the road leading to Smithsburg. This wooden road took them through modern day Blue Ridge Summit and Cascade, to Smithsburg. Arriving at Smithsburg everything was quiet. Mr. Buhrman then told Colonel Preston to take the road leading to Leitersburg, and by daylight they had captured several prisoners and wagonloads of supplies.

As soon as Colonel Preston and the 1st Vermont Cavalry rode off toward Smithsburg, General Kilpatrick ordered Colonel Town to take a regiment of his battalion to head off the retreating wagon train. Near the Clermont House, the 1st Michigan Cavalry, under Lt. Colonel Peter Stagg, were sent upon a road leading to Fairfield Pass, near Pine Mountain to head off the Confederate wagon train coming out of Fairfield. Using local guides James McCulloh and Hetty Zeilinger, Colonel Stagg's 1st Michigan Cavalry rode past the old Benchoff farm, and onto the old Furnace road. From there, it would it connect to Maria Furnace Road which also led from Monterey Pass.

As Lieutenant Colonel Stagg's portion of the 1st Michigan Cavalry rode eastward toward Fairfield Gap, they ran into



The David Miller monument. Photo from author's collection.

Confederate soldiers. These Confederates included the 5th North Carolina Cavalry and two companies of the 11th Virginia Cavalry, under the command of Captain A. J. Ware, and they were protecting the rear of General Ewell's wagon train, while guarding Fairfield Pass. Captain A. J. Ware, commanding the Bath County Squadron (Company F, 11th Virginia Cavalry) was ordered to scout the enemy's movements coming from the direction of Emmitsburg Pike.

During the Union advance, the Confederate's brought up a cannon belonging to Mooreman's Battery, and fired canister at the advancing Union column. Seeing the cannon ahead, Captain Brevoort of the 1st Michigan Cavalry ordered his men to follow the side of the road. When the cannon fired again it missed the front portion of Captain Brevoort's column, but injured many that brought up the rear. Captain Wells' squadron of the 1st Michigan Cavalry was ordered to dismount and deploy as skirmishers. Fighting raged for three hours as the 1st Michigan Cavalry fought their way through the Confederate battle lines. As the Confederates held their ground, Lieutenant Colonel Stagg, against superior numbers, ordered Captain William Elliott's squadron to charge the Confederates.

In leading the charge, Colonel Stagg's horse was killed, and Colonel Stagg himself was seriously injured by the falling horse. Captain Elliott was mortally wounded, and Lieutenant James S. McElhenny and twenty men of Captain Elliott's squadron were killed during the fight. Captain Ware's men charged the 1st Michigan Cavalry back toward the Emmitsburg Pike. The flanking attempt was a failure for the Union cavalry at Fairfield Gap. Kilpatrick now depended on General George Custer to cut the Confederate wagon train in half at Monterey Pass, while the 1st Vermont Cavalry continued deeper into Maryland.



The Fairfield Gap battle site is located on private property. The dirt driveway you see was once part of Maria Furnace Road. The Union cavalry was sent to attack the rear of the Confederate wagon train as it entered this area. As the Union cavalymen turned onto this road, it was here that they were greeted with canister and repulsed. Photo from author's collection.



This 1890's photograph was taken from near the Clermont House and shows the Benchhoff farm, as well as Fairfield Gap. Photo courtesy of Antietam Watershed Association.

The Action of Leitersburg, Maryland

Shortly before midnight of July 5th, 1863, with his headquarters established at the Monterey House, General Judson Kilpatrick divided his cavalry force. He called upon the commander of the 1st Vermont Cavalry, Lieutenant Colonel Addison Preston and two 3-Inch Rifles from Pennington's Battery to cut off the head of the wagon train that just passed through Monterey Pass. Lieutenant Colonel Preston was ordered to take local civilian, Charles Buhrman as his guide to assist his troops in finding the wagon train as it crossed into Maryland via Waynesboro, Pennsylvania.

Charles Buhrman knew the area very well and suspected that upon leaving Waynesboro, the Confederate wagon train took one of two major roads. The first road led directly into Smithsburg, while the other led directly into Leitersburg. Both roads led to Hagerstown, and from there to Williamsport, near the Potomac River.

The road leading from Monterey Pass would take the 1st Vermont Cavalry to Raven Rock Road, and from there into Smithsburg. Heading through Raven Rock Pass, a few miles south of Monterey Pass, Sergeant Henry Ide recalled the terror of the night. "The night was intensively dark, the rain was falling in torrents, the lightning flashed and then striking trees and rocks in our immediate vicinity." Besides the weather, road conditions began to take a toll on many of the soldiers and their horses. Sergeant Ide continued: "The road was rough; a mere wood road over and amongst the rocks. A good many horses lost their shoes, and soon became lame, the riders would have to dismount and lead, and of course fell behind."

As the 1st Vermont descended South Mountain through Raven Rock Pass, they came into Smithsburg. There was no activity or indications that a Confederate wagon train had gone through the small town. Lieutenant Colonel Preston then asked Buhrman what his opinion was of the situation. Knowing the area, Buhrman assured Lieutenant Colonel Preston that the wagon train they were looking to head off was located three miles west at Leitersburg.

Using the Smithsburg and Leitersburg Turnpike, they began moving onto Leitersburg. The turnpike itself was a good road with several rolling hills that led to the center of the town. At around three o'clock in the morning on July 5th, the 1st Vermont Cavalry ascended up the last main hill, east of town, and intersected the rear portion of a Confederate wagon train that they were in search of. With no warning and complete

surprise, the Vermonters launched their attack.

The scene became very wild as cattle, Confederate soldiers, horses, and wagons crowded the road. As soon as the revolvers and carbines cracked, several mules began running away with their wagons still attached. Some ran off the road into the ditch, turning over. Most of these wagons had wounded Confederate soldiers inside. One Union trooper recalled hearing the screams of those who were in pain. Many of the soldiers who were wounded, but sustained no life threatening injuries were hopping out of the wagons. Several of the wagon drivers were shot by the Vermonters.

Realizing that the head of the wagon train was still moving toward Hagerstown, Lieutenant Colonel Preston divided his regiment. He led the majority of his men toward Hagerstown to cut off the head before it got into Hagerstown. The other half was ordered to meet back up with Kilpatrick, with Buhrman as their escort. Preston managed to get in front of the head of the wagon train and forced it to stop. The Confederates made several attempts to recapture their wagon train, but were unsuccessful.

By dawn, fearing that he was too far ahead of Kilpatrick, Lieutenant Colonel Preston ordered a halt just east of Hagerstown. With the action of Leitersburg, the 1st Vermont Cavalry had captured 100 Confederate soldiers, three miles of wagons and a large herd of cattle. The Vermonters inventoried the wagons, removing all wounded men from inside. The wagons were then either burned or had the wooden spokes of the wheels busted out to render them useless.

Seeing the glow of the burning wagons to their east just before daylight, the people of Waynesboro said it was a Fourth of July like no other. At approximately the same time they also saw the fires of the burning wagons at Leitersburg, to the south. As Kilpatrick's cavalry descended South Mountain, the people of Waynesboro saw the fires extending down the mountainside from Monterey Pass to Ringgold.

Combined, approximately nine miles worth of wagons were destroyed and roughly 1,300 Confederate prisoners were taken during the Battle of Monterey Pass and the side action at Leitersburg, Maryland. Because of these two actions, this makes the Battle of Monterey Pass, Pennsylvania's second largest battle and the only battle to be fought on both sides of the Mason-Dixon Line.



Photo is of the Ringgold School House, the location of General Kilpatrick's headquarters following the Battle of Monterey Pass. Photo courtesy of author's collection.



The square of Leitersburg from the direction of Smithsburg. Once the 1st Vermont Cavalry entered into Leitersburg, they immediately attacked portions of the Confederate wagon train. Photo courtesy of author's collection.



Weather Conditions during the Battle of Monterey Pass

The weather conditions during the Battle of Monterey Pass were described by many Civil War soldiers, and left a lasting impression upon them. Many first hand accounts describe a scene so horrific, and so awful that it would seem as if the battle was fought inside of some abyss or near the gates of hell. Some accounts are difficult to believe, giving you a sense that their story may have been exaggerated. However, when the Union accounts match that of the Confederate accounts, and it was written by not one or two, but several soldiers, one has to think there is a lot of truth behind those stories.

The flash of lightning followed by a loud boom of thunder, intertwined by the screaming of soldiers clashing though the night, followed by flashes and sounds of small arms cracking, mixed with the roar of cannon must have been a Fourth of July to remember. No where in Civil War history can I recall the terrible conditions experienced by Civil War soldiers during the Battle of Monterey Pass.

During the late afternoon of July 4th is when the weather turned for the worse. According to Luther Hopkins of the 6th Virginia Cavalry, "Dark ominous clouds came trooping up from the west with thunder and lightning, and it was not long before the whole heavens were covered and the rain was falling in torrents." British Army Observer Colonel Arthur Fremantle recalled those who had just left Gettysburg moving toward Fairfield. "The night was very bad thunder and lightning, torrents of rain the road knee deep in mud and water, and often blocked up with wagons "come to grief." I pitied the wretched plight of the unfortunate soldiers who were to follow us." Cannoneer John Marye of the Fredericksburg Artillery recalled as he followed behind A.P. Hill's Corps, "Never shall I forget that night's march. Their cries and appeals to their comrades to leave them by the roadside or else to shoot them and end their misery, ring in my ears to this day."

General Judson Kilpatrick's Third Cavalry Division was ordered to locate the retreating Confederate wagon train. Captain James Kidd of the 6th Michigan Cavalry recalled their line of march toward South Mountain from Emmitsburg that afternoon and toward evening. "It seemed as if the firmament were an immense tank, the contents of which were spilled all at once. Such a drenching we had!

Even heavy gum coats and horsehide boots were hardly proof against it. It poured and poured, the water running in streams off the horses' backs, making of every rivulet a river and of every river and mountain stream a raging flood."

A few hours into the battle, Kilpatrick had divided his cavalry sending the 1st Vermont Cavalry to Leitersburg, and a portion of the 1st Michigan Cavalry to Fairfield Gap. As the 1st Vermont Cavalry moved toward Smithsburg via Raven Rock Pass, they found the elements of the weather to be very severe. Henry Ide later recalled "The night was intensively dark, the rain was falling in torrents, the lightning flashed and then striking trees and rocks in our immediate vicinity."

In addition to the lightning flashes, the flashes of guns being discharged were another way to determine where the opposing troops were positioned. Captain Kidd recalled "It was too dark to distinguish objects at any distance." Pushing further ahead, Kidd continued, "The darkness was intense and in a few moments we plunged into a dense thick-et... One had to be guided by sound and not by sight... Had it not been for the noise and the flashing of the enemy's fire we should have wondered away in the darkness and been lost."

The fighting continued through the night and as midnight approached, the battle was far from over. By three in the morning on July 5th, the fighting was based around a wooden bridge that spanned a swollen Red Run. To make things even worse, several cattle had gotten away from the wagon train. Luther Hopkins of the 6th Virginia Cavalry recalled "These [cattle] got loose in the mountains and hills covered with timber, and between their constant bellowing and the flashes of lightning and crashing thunder the night was hideous in the extreme."

Soon Kilpatrick deployed two guns of Pennington's Battery to assist the bogged down line. The case shot of those guns helped to illuminate the ground as it exploded in the air sending shrapnel spiraling to the ground. The Michiganans realized that a bridge spanning the flooded Red Run had not been destroyed, and Colonel Alger of the 5th Michigan Cavalry sent word back to Kilpatrick. Moments later



Union General Judson Kilpatrick.



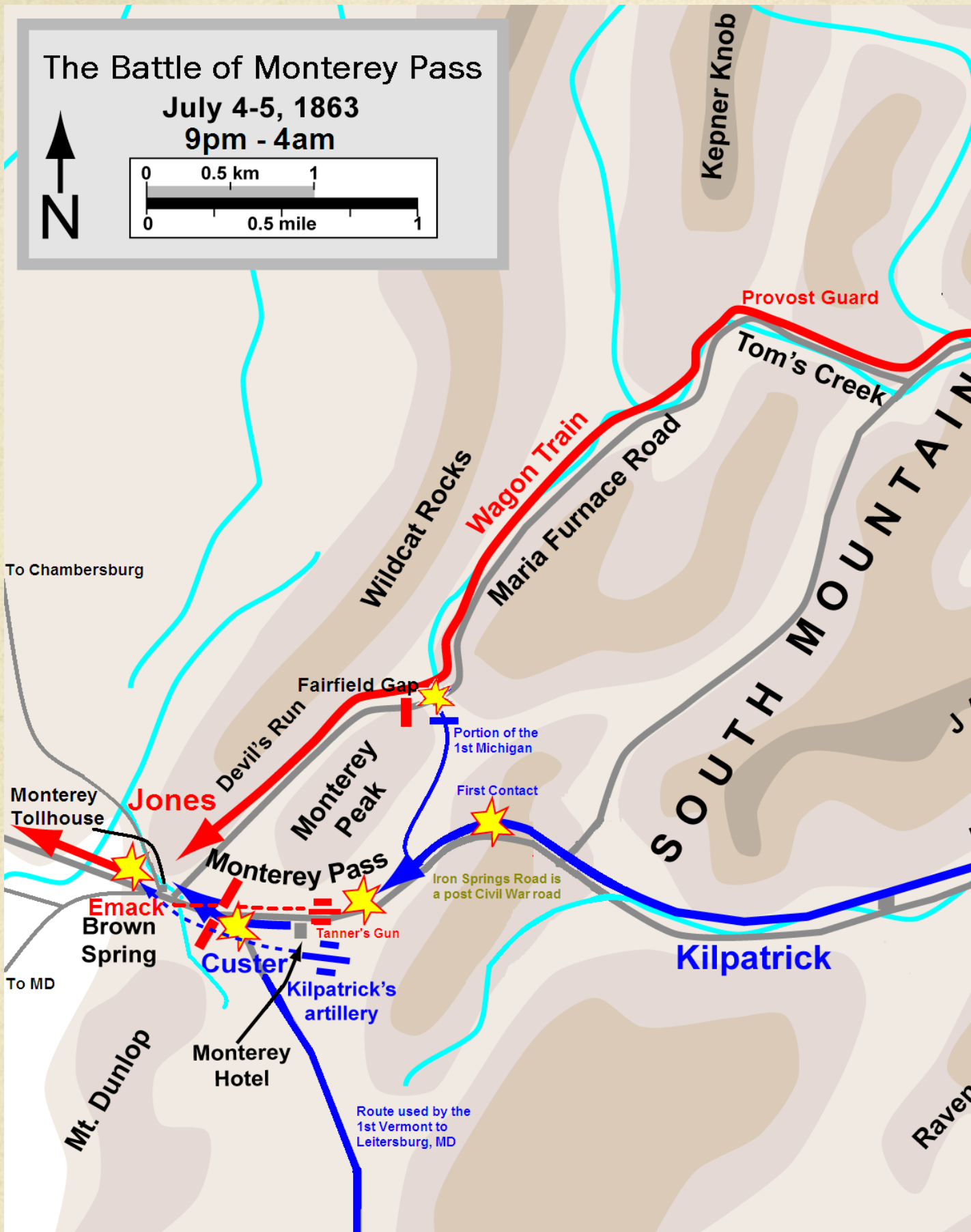
Union General George A. Custer and his wife Elizabeth.

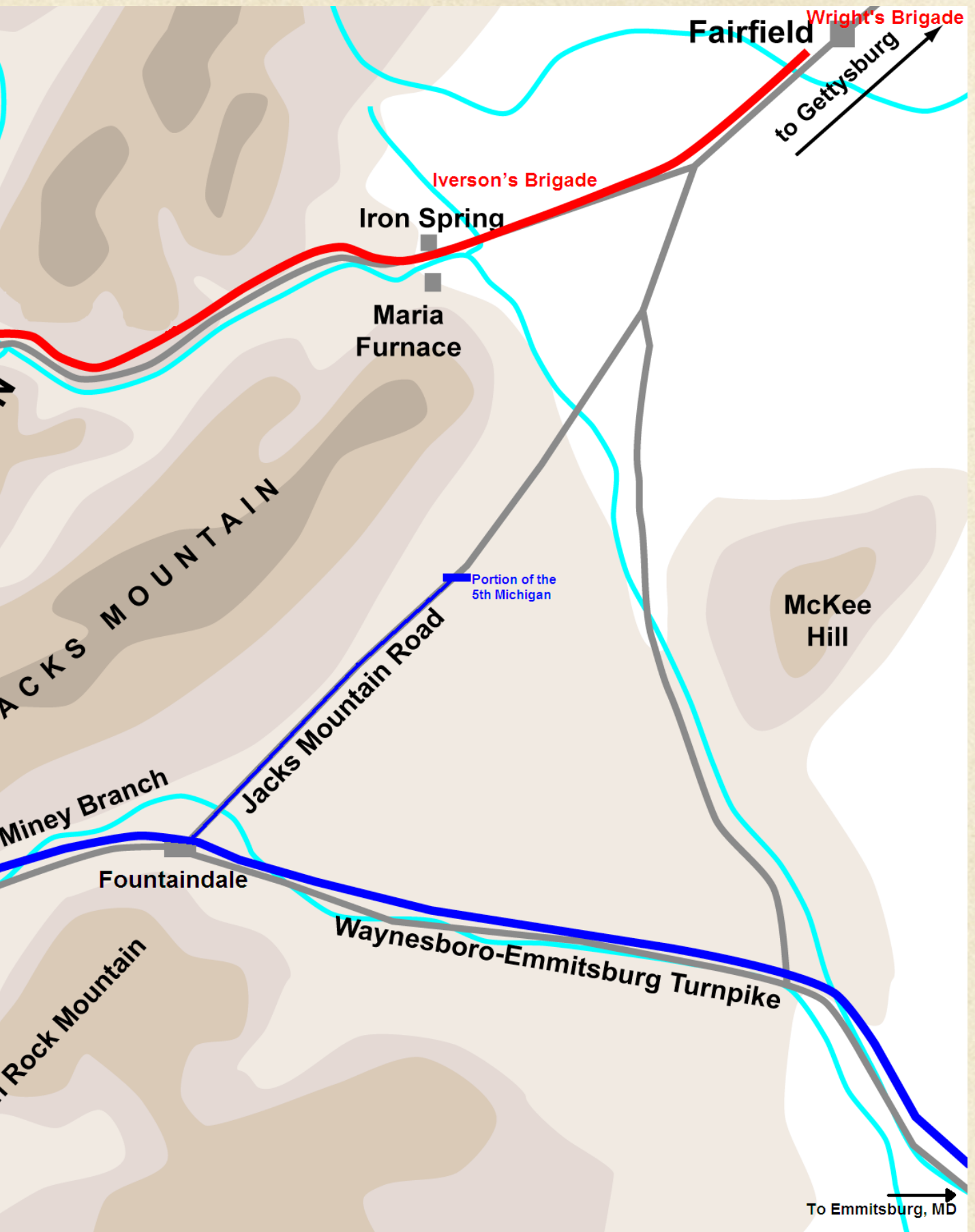
reinforcements arrived. One unit in particular was that of the 1st West Virginia Cavalry. Private Joseph A. Lesage of the 1st West Virginia Cavalry recalled "The darkness was so dense that we could not tell what kind they were [Confederate soldiers] but we took them in all the same. While we were forming up, seconds appeared like hours, but at last the order came. "Boys, draw sabers and prepare to charge; let everyone 'yell' as loud as he can." Captain Kidd heard orders being given to the West Virginians that morning "Use the saber only; I will cut down any man who fires a shot. This was to prevent shooting our own men in the melee, and the darkness."

As the West Virginians charged down the mountainside, Pennington brought his two guns up and deployed them at the intersection from which the wagons were coming from. Luther Hopkins of the 6th Virginia Cavalry recalled, "The only light we had to guide us was from the lightning in the heavens and the vivid flashes that came from the enemy's cannon." Edward Moore of the Rockbridge Artillery recalled being with the portion of the wagons that contained a number of wounded, forage wagons, and cattle. "All plodding gloomily along through the falling rain." When Pennington deployed and fired upon the direction where the wagons were located, Moore continued, "I could not tell what was before me in the dense darkness, whether friend or foe." The wagons had already stopped their approach to the turnpike where the Union cavalry was located. As Moore rode ahead of the column to see what was going on, "Every other sound was drowned by a roaring waterfall on my right; then emerging from its noise, I was carried at a fearful rate close by dismounted men who were firing from behind trees along the roadside, the flashes of their guns whose speedy gleams the darkness swallowed."

Dr. H.G. Chritzman, who rode with Colonel Huey's Brigade, summed up this midnight battle during this furious thunderstorm perfectly. "At once there rose so wild a yell. Within that dark and narrow dell. As if all the fiends from heaven that fell. Had pealed the banner cry of hell. This, combined with the plutonic darkness made it one of the nights to be remembered. When we came up with the wagon train, Federal and Confederate cavalry, wagons, ambulances drivers and mules became a confused mass of pursued and pursuing demons whose shouts and carbine shots, mingled with the lightning's red glare and the thunder's crash, made it appear as if were in the infernal regions. Especially so as the cries of the wounded often rose high above the din of the conflicting forces."

What a terrible night indeed as echoes of thunder reverberated among the South Mountain gorges in such a frightful manner, followed by the flash of lightning and the torrential downpours "only to leave friend or foe enveloped in the greater darkness." What a powerful combination of Mother Nature's own fireworks mixed with the flashes of battle created by man.





The Confederate Wagon Train

On February 26, 1861, the Confederate Quartermaster's Department was organized by an act of the Confederate government, as a key position. The Quartermaster's Department was responsible for clothing the regular army. The volunteers of the Confederate army were part of the commutation system, which meant that the volunteers and state governments were to provide their own uniforms, and the Confederate government would reimburse those soldiers. Due to issuance problems, the commutation system ended in December of 1862, when the Confederate Government's Quartermaster Department took over. This is also known as the Depot System. In some cases it wasn't until mid 1863 when the commutation system was officially phased out.

The quartermaster was responsible for the issuance of clothing, supplies, horses and means of transportation, whether it be on land or by water. Their wagons also carried the baggage of the men, depending upon what the marching order called for. For example, during a forced or a light march, knapsacks and extra items would be hauled in the regimental wagon. In order to section out the many responsibilities of the quartermaster, his department was broken down into three categories: clothing, camp and garrison equipment, transportation, and supplies for the army.

The first category, clothing, camp and garrison equipment was in charge of the extra uniforms, personal items of the soldiers, and garrison equipment such as cooking items. During the wagon attack at Monterey Pass, you learn that many of the artillery kitchen items and camping gear were destroyed. Many of the extra uniforms and personal items of the soldiers were among the wreckage of those wagons burned by Union cavalry, or contained in the wagons whose teamsters fell from the edge of the mountain road in the chaos of battle.

The second category was that of transportation. The transportation, whether it be on land or water, was important. In the case of the Confederate army when it invaded Pennsylvania, supplies were carried by means of a wagon train. The wagon train was under guard and hung back toward the end of the infantry. In the Union, one army could contain about three thousand wagons pulled by a four-mule to a six-mule team. Each regiment or gun of a battery was allowed one wagon. Each brigade was allowed ten wagons. Among this category, hay and

feed for the animals were also carried. Headquarters for the brigade, divisional, corps, and the main army would most likely fall under this category as well.

The last category of the quartermaster department was the supplies for the army and the department. This area of the quartermaster issued out hospital supplies, fuel, equipment, and other odds and ends. It was also responsible for the issuance of barracks and quarters, as well as providing necessary supplies such as building materials, glass, rope, and nails. Personnel would be clerks, laborers and cooks.

According to the article "Mule-Drawn Wagon Trains" by Dick Crews, the average size of a wagon body was about ten feet long, with a canvas top attached to the wagon. The wagon also had a toolbox located in the front and a feedbox, with a grease bucket and water bucket to the rear. In wagon parks, repairs and maintenance were often conducted with skilled laborers of all trades making the repairs.

When it came to the grunt work of pulling the wagons, mules were often the best choice. Mules are a lot stronger than horses, and could pull the wagons over muddy and rough surfaces. Mules could also take the hard treatment from the demand placed upon them more so than horses. Once the mules were harnessed to the wagon they were paired into three teams. At the front were the lead pair; the pair in the center were known as the swing pair; the pair closest to the wagon were the pole pair. The driver himself was positioned on a saddle placed upon the left rear mule, and were typically unarmed, as was the case during the Battle of Monterey Pass.

In addition to the wagon train itself, you had several other wagons that followed. Ambulances, artillery forge, battery wagons, and supply wagons. Ambulances, depending on their body style, could average from ten to thirteen feet long. Of the supply wagons you had the Commissary General of Subsistence who was responsible for the issuance of rations to the soldiers. The Ordinance Department also had wagons with supplies of ammunition. And following all of these wagons were extra horses and mules.

Among the wreckages of the wagons that were destroyed at Monterey Pass are the battery forges and battery wagons, two very important vehicles that are part of the artillery. These two vehicles contained tools which were packed neatly into the vehicles, and even on the caissons. There



This is your typical wagon and horse or mule teams. A wagon of this size is about the size of a modern school bus.

were certain areas where the tools were attached or hung for easy access and specific purposes; every item has a specific purpose and specific storage space based on its designated purpose. Both vehicles were attached to a limber, and pulled by a team of four to six horses or mules.

The forge, as the name suggests, is a portable forge (blacksmith) used for repairs. One forge along with one battery wagon will accompany each battery. All others will accompany the main wagon train containing ordnance, or what is known as the “field park.” Each wagon has a letter designation, or at least they do in the Union army, that separates their command from the field park or field battery. Let’s break down what these two vehicles carried and how they were organized.

The traveling forge was attached to the limber, and a total of four to six horses were used to pull the complete vehicle and its contents. There were a total of five boxes for tools and supplies, another box called a shoeing box, and one can of oil. Each box contained certain items, and was organized by a number.

General William Jones volunteered to lead Ewell’s wagon train out of Pennsylvania. Ewell’s wagon train was roughly

seventeen to twenty miles long, and contained much needed supplies that were gathered during their travel toward Carlisle, before the first shots of Gettysburg were fired. Among the items in the wagon train were about 3,000 head of livestock, produce from Pennsylvania farms, and a sizeable amount of freed blacks that were to be sent back to Virginia as contraband. Ewell’s wagon train traveled from Black Horse Tavern with Johnson’s divisional wagons in the lead, followed by Early’s divisional wagons, and ending with Rodes’ divisional wagons. The wagons were to travel to Williamsport, where they would cross the Potomac River and seek safety on Virginia soil, a distance of more than forty-five miles.

Escorting the wagon train was the 6th Virginia Cavalry, four companies of the 1st Maryland Cavalry, portions of the 11th and 36th Virginia Cavalry, and General Beverly Robertson’s 4th and 5th North Carolina Cavalry regiments. Among the artillery was the First Rockbridge Artillery, a section of Mooreman’s Battery, and Chew’s Battery. The First Rockbridge positioned itself at the crossroads and the heights of Monterey Pass, but was eventually withdrawn and ordered to position itself at Burn’s Hill, located in Waynesboro. The 1st North Carolina Battalion of Sharpshooters, and two companies of an Alabama unit

escorted, and served as provost to the wagons and several Confederate deserters.

The wagon train had to cross over the rugged South Mountain range through two main gaps. The first was Fairfield Gap, and from there, about a mile and a half away, was Monterey Pass. Looking at South Mountain, there is no other mountain gap or pass situated like that of Monterey Pass. Monterey Pass was a very important transportation route. Five major roads intersected there, making it an essential crossroad.

A toll house connected these roads, which were at the time the Emmitsburg and Waynesboro Turn Pike, with the Waynesboro side of the turnpike macadamized; the Fairfield Road or Maria Furnace Road, as it is known today, leading from Monterey Pass to Fairfield Gap; Mentzer Gap Road that took you to Quincy, located near Waynesboro, and eventually leading to Chambersburg; Pennersville Road that took you to Maryland, about one mile away. Near the intersection of Pennersville Road and the Emmitsburg and Waynesboro Turnpike, was another fork that followed parallel to the Emmitsburg and Waynesboro Turnpike leading to Buena Vista Gap.

If Monterey Pass were to come under attack by Union troopers, and it was held by such a force, it could force the Confederate army to redirect its line of march, taking longer to get out of Pennsylvania. It could possibly force Lee to take another route in unfamiliar territory, something that Lee could not afford to do. Everything for the Confederate army and its withdraw depended upon their success or failure at Monterey Pass.

To make matters worse, during the afternoon of July 4th, it began to rain in torrents. Heavy downpours and heavy wagons turned dirt roads into a muddy nightmare. The rain and road conditions were bad enough for the troops, but to add to that, the road that they took from Fairfield, winding up South Mountain, leading up to Fairfield Gap was a rugged narrow road. Even though the map shows that this was the shortest and most direct route to Williamsport, this road would be considered by many Confederate soldiers as “Mount Misery” or “Quagmire.”

One problem presented itself immediately upon entering Fairfield Gap, and that was the fact that horses and mules had an exhausting trek up the mountain. Many horses simply dropped to the ground unable to carry the load, or even worse, the horse or mule dropped dead in the middle of the narrow road, creating what is known as a traffic jam in modern terms. The narrow road would force teamsters

to remove the carcass and move on the best they could, and as quickly as they could. In some instances, axles would be cracked, as was the case with many of the artillery carriages. As long as the wagons were moving, the quicker they would clear South Mountain.

As night fell, the teamsters riding on the wagons found it increasingly difficult to navigate in the darkness along the rugged mountain leading from Monterey Pass to Waynesboro. As lightning flashed, it would temporarily blind the horses, causing even more chaos. At the base of South Mountain is a little community called Waterloo, where many wagons were parked.

During the day as the wagons were moving along, General Judson Kilpatrick was ordered to harass and get ahead of the wagon train, reaping as much destruction to those wagons as possible. As the Battle of Monterey Pass began around nine o'clock in the evening of July 4th, Union cavalry of General Kilpatrick's Third Cavalry Division attacked the Confederate forces east of Monterey Pass. More than six hours of fighting raged in the middle of the night, during a severe thunderstorm.

After the first initial contact, Captain George Emack, commanding Company B of the 1st Maryland Cavalry, rode to the road that the wagons were traveling upon and ordered the northeast portion of the wagon train to stop, while ordering the westbound portion of the wagon train to hurry down the mountain. General Jones countermanded Emack's order sending the wagons onward. Jones' informed Emack that the wagons must remain moving in the direction of Waynesboro. He would have to hold the Union cavalry as long as he could in order to protect the wagon train.

During the battle, Kilpatrick divided his command, sending a small force one mile to Fairfield Gap, by way of modern day Furnace Road. This was done in an attempt to sever the Confederate wagon train, charge down from there, destroying all that was in the road, and then hit the right of the Confederate force at Monterey Pass. However, the 1st Michigan, who were tasked with this job were pushed back, never completing their mission. Kilpatrick also sent the 1st Vermont Cavalry from Monterey Pass to Raven Rock Pass, a few miles to the south, in order to attack the head of the wagon train that may have been in Smithsburg. Upon seeing no wagons there, they trotted to Leitersburg, where they intersected three miles worth of wagons there, setting fire to many.

As Kilpatrick divided his command, he sent Custer's brigade to the front to dislodge the Confederate force



This photograph shows you the type of ambulance that was used during the Civil War.



This vehicle is called a battery forge. This vehicle helped to keep iron parts in working condition.

that held Monterey Pass. During the final hour of the fight, Kilpatrick managed to get a section of Pennington's Battery in place to bombard the intersection that the wagons were traveling into. Once the 1st West Virginia Cavalry broke through the Confederate battle line, and tumbled the cannon down the embankment, they turned their foremost attention to the prized wagons that massed over the road. Following behind the West Virginians was Custer's brigade.

Union horsemen swung in and out of Rodes' portion of the wagon train. Between the lightning and the firing of guns, some of the drivers lost control of their wagons, forcing them to overturn down the steep mountain cliffs. Many Union cavalymen shot the lead horse in order to get the wagons to come to a halt. Many of these wagons contained ordinances that were used for the artillery and they were set on fire. The fires extended from atop South Mountain at Monterey Pass, well into Maryland along Harbaugh Church Road. As Confederate cavalry reinforcements tried to organize, they could not form a line fast enough before the Union cavalry broke through again.

The local citizens knew exactly where the Union cavalry was located by the explosions they saw extending down the mountainside. The residents witnessed a Fourth of July spectacle, unlike any they ever witness before. The fires of the wagons lit up the landscape from Leitersburg to Monterey Pass.

The 1st Vermont Cavalry at Leitersburg would divide their force, sending some toward Hagerstown. The other half of the 1st Vermont would work their way back to Kilpatrick at Ringgold. The wagons that were taken by Kilpatrick were ordered to halt at Ringgold, where Kilpatrick ordered his men to take inventory of the merchandise. Anything that could be of use to Kilpatrick or the Union army would be separated out. The remaining, unnecessary wagons were to be burned in the fields surrounding Ringgold.

In all, nine miles worth of wagons, ambulances, blacksmith (forge) and battery wagons, around 200 to 250 vehicles total were captured and destroyed during the Battle of Monterey Pass, and the affair at Leitersburg. Among the wreckages of the wagons were roughly 900 drivers, teamsters and regimental quartermasters that were wounded or taken prisoner.



Confederate General Beverley Robertson, whose brigade fought at Monterey Pass and Fairfield Gap.



*This is a photograph of the old Fairfield Road, or what is locally known as Maria Furnace Road.
Photo courtesy of author's collection.*



This photograph was taken near Red Run Park, Washington Township, that shows the area of the mountain where several wagons fell from the mountain cliffs. Photo courtesy of author's collection.



Citizens Help the Union Cavalry

During the Battle of Monterey Pass several stories are written about civilians guiding the Union Cavalry through the area. This is the story of Charles Buhrman, David Miller, Jacob Baer, and a teenage girl named Hetty Zeilinger, and how they contributed to the Union efforts during the Battle of Monterey Pass. Later in life Charles Buhrman and David Miller sent letters to the Valley Spirit explaining their story and how they helped.

Up on the South Mountain, the Confederates captured Jacob D. Baer as he traveled from Gettysburg to Baertown to look after his property and neighbors during the Confederate retreat. He was a veteran in the 17th Pennsylvania Cavalry Regiment, and later served with General Sheridan in 1864 as his orderly. Traveling to his home, Baer was captured by Confederate pickets around 3:30 pm along with David Miller. Miller later recalled “They gave my nephew, Willie Waddell, and myself privilege to go wherever we wished, to look after things, but required us to report every fifteen minutes to Sergeant Grabill, who was stationed at the front door of the [Monterey] house.”

Meanwhile, Baer had come into contact with Susan Lookabaugh and told her to get help. She managed to walk by the Confederate pickets and headed toward Fountaindale, where she came in contact with James Embley. Miss Lookabaugh told Embley about the situation at Monterey Pass and asked him to get help. Near Fountaindale, Charles H. Buhrman, a local farmer received this message from Embley, who told him about the capture of Baer, Miller and others, and about the Confederate retreat on up on the mountain. Buhrman then mounted his horse and rode toward Emmitsburg, looking for any Federal soldiers that he could find. He came across one of General Kilpatrick’s scouts near Fountaindale. The pickets escorted Buhrman to Generals Kilpatrick and Custer, where he reported the information.

As Mr. Buhrman rode with General Kilpatrick to his farm, a local teenage girl named Hetty Zeilinger told them that the Confederates had placed one cannon near the Clermont House. She knew Buhrman and begged him to tell General Kilpatrick not to go up to Monterey Pass. Needing a guide, General Kilpatrick asked Buhrman to continue with him as his scout, and Buhrman agreed.

While the Union cavalry was coming up the mountain,

Miller heard a great deal of movement outside of where he was being held. He remembers “About dusk I saw a great deal of commotion among them and asked some of the soldiers what was going on. “Oh nothing! Just you report to Sergeant Grabill,” was the reply. I came to the house and asked Willie Waddell whether he knew what was going on. “Yes,” said he, “I just came down from the observatory on the top of the house and could hear the Union troops coming up the mountain.”

At around 9:00 pm, the Union cavalry came in contact with Confederate pickets, and a major battle erupted. In a letter to the Valley Spirit in 1886, Charles Buhrman recalled: “It was then getting dark in the evening. After passing Clermont about the rebels fired three or four shots with grape and canister, and then pulled up their battery, and retreated. I don’t think they killed any of Kilpatrick’s men with the battery, as they fired too soon, and the grape and canister went over our men’s heads; but it made some of our men retreat, and caused a great deal of confusion. I told Kilpatrick if he would dismount a regiment and go down through the edge of the woods, he could flank them and capture the battery.” Seeing that he might be out flanked, Captain Emack withdrew his force and redeployed near Red Run.

General Kilpatrick rode up to the Monterey House where David Miller and Jacob Baer were held prisoner. He dismounted and walked up on the porch where Mr. Miller and Mr. Baer were. General Kilpatrick started to discuss the area roads and where they led. Miller informed General Kilpatrick of the Mount Zion road that led into Smithsburg and Leitersburg. General Kilpatrick then asked Miller who he knew that could guide a regiment of his cavalry down the western side of the mountain to cut off the Confederate wagon train. Miller told him that Buhrman was the man for the job.

General Kilpatrick asked Mr. Buhrman where he thought the wagon train was going. Mr. Buhrman later recalled: “Kilpatrick asked me which way I thought the wagon train was going, and where I supposed they would strike the river. I told him they could go by Smithsburg and Boonsboro, and cross the river at Sharpsburg, or go by Leitersburg and Hagerstown and cross at Williamsport. He asked me if there was any road that I knew of that I could take a regiment and head off that wagon train. I told him there

was that I could take them by Mount Zion and then down the Raven Rock Hollow and strike Smithsburg, and if they had not taken that road, we could cross to Leitersburg and there we would strike them for certain.”

General Kilpatrick ordered Lieutenant Colonel Peter Preston of the 1st Vermont Cavalry to take Buhrman as his guide and head to Smithsburg. As soon as 1st Vermont Cavalry rode off toward Smithsburg, General Kilpatrick ordered Colonel Town to take a regiment of his battalion to head off the retreating wagon train coming from Fairfield. Near the Clermont House, the 1st Michigan Cavalry under Lieutenant Colonel Peter Stagg took the road leading to Fairfield Gap. James McCullough, an Emmitsburg resident, and Hetty Zeilinger who lived near Fairfield Gap, were the two chosen to lead the Union cavalry down Furnace Road.

By the time of Kilpatrick’s break through at Monterey Pass, Charles Buhrman and the 1st Vermont Cavalry had already traveled down Mount Zion Road, and then through Raven Rock Hollow, and came out to Smithsburg. When they arrived at Smithsburg, not one Confederate soldier was to be found and everything was quiet. Mr. Buhrman thought that maybe the Confederate wagon train had taken the road to Leitersburg. Colonel Preston ordered the 1st Vermont to head toward Leitersburg and they arrived at daybreak finding the road filled with Confederate soldiers, livestock and the wagons.

Charles Buhrman later recalled: “The regiment I was with captured a great many prisoners, cattle, horses, etc., and destroyed the wagon train from Leitersburg back to Ringgold. There they met the remainder of Kilpatrick’s cavalry. They had destroyed the wagon train from Monterey to Ringgold, a distance of six miles, and from Ringgold to Leitersburg, a distance of three miles more, making nine miles of wagon train captured or burned or destroyed by cutting off wagon tongues and cutting spokes in wheels. I am not able to say how much, if any, of the wagon train was destroyed between Leitersburg and Hagerstown, as I went only as far as Leitersburg with the 1st Vermont regiment, when it divided, part going toward Hagerstown, and part toward Ringgold. I went with the part that went toward Ringgold, as that was on my way home. I left them about 8 o’clock on Sunday morning, and started home by way of Ringgold.”

Charles Buhrman started for home. Once Buhrman was home, he spotted a detachment of Confederate cavalry that was coming to his house. Buhrman hurried out the

back door, found one of horses, mounted it and rode toward the mountain. The Confederate soldiers had searched his entire house and they told Buhrman’s wife that if they found him they would hang him. Buhrman hid in the mountains until the last of General Lee’s Army had passed through Monterey.



Charles Buhrman. Photo from Bate’s History of Franklin County.

The Confederate Retreat Through Monterey Pass

Nowhere in Civil War history, is there a Confederate retreat like the one that takes place after the Battle of Gettysburg, except for Lee's Retreat which led to the surrender of the Confederate Army of Northern Virginia in April of 1865. Confederate General Robert E. Lee boldly invaded the commonwealth, taking the war to northern soil. This campaign was the campaign he intended to conduct a year earlier in September of 1862. The amount of supplies he had running from Chambersburg to Winchester is astonishing. As orders were issued in late June for the divided Confederate army to concentrate at a small town called Gettysburg, it was just a matter of time before both armies clashed. After three days of fighting at Gettysburg, the Confederate army was ordered to withdraw back to Virginia.

The first portion of the Confederate army to withdraw had to be the various vehicles parked outside of Gettysburg. At Cashtown, General John Imboden and General William Jones guarded the wagon trains of General James Longstreet and General A.P. Hill. The ambulances filled with wounded also needed to seek the safety of Confederate soil. General John Imboden and General William Jones were tasked to lead these wagons out of Pennsylvania into Maryland.

Shortly after nightfall on July 4th, the Confederate infantry was ordered to withdraw from Gettysburg. Upon reaching Fairfield, South Mountain stood as a natural barrier separating the Confederate army and the Cumberland Valley. With the recent rains and the Battle of Monterey Pass, marching over the mountain wouldn't be easy. Many roadways leading through Fairfield Gap to Monterey Pass were merely impassable. Many Confederate soldiers dubbed the area as a quagmire or nicknamed it "Mount Misery." Lt. William Gordon of the 8th Virginia never forgot the retreat. He wrote, "The nights were pitchy dark, the roads a sea of mud and congested with men, artillery and wagons. It was a hard experience; fatigue, want of sleep and food, wet to the skin and cold, yet there was scarcely but little complaining."

During the day of July 5th, General A.P. Hill's corps was the first to enter the mountain, and would eventually be followed by General Richard Ewell's corps. General James Longstreet's corps would follow the road to Fountindale,

where they would come out on the Emmitsburg and Waynesboro Turnpike, and then to Monterey Pass. Two columns of the Confederate army were marching to Monterey Pass in order to get to Williamsport. General Longstreet would reach Monterey Pass first and then take the lead down South Mountain into Waynesboro, followed by A.P. Hill.

During the afternoon of July 5th, General Robert E. Lee was noted to have sat by the side of the road near Monterey Pass where four large rocks resemble a table like shape, drinking water and having a small meal. There he watched his army march by. Later that evening, General Lee and his staff traveled down the mountain to Waterloo, where he came to a tavern owned by George Stephey and had dinner. After dinner, General Lee is said to have given his call bell and campstool to Mr. Stephey for the graciousness and hospitality that he bestowed to himself and his men. From there, Lee continued into Waynesboro.

During the night, many thousands of Confederate soldiers bivouacked at Monterey Pass. With the wagon trains well ahead of them, many of the soldiers lacked provisions and rations. Private David Holt who was with a Mississippi Regiment noted that upon South Mountain at Monterey Pass there were very few black berries left alongside of the road. One of the men in the ranks noticed a mountain birch tree. He stepped out of formation and tore off a piece of the birch bark. He stepped back into rank and began to chew the bark. He looked at the other men and recalled the sweetness of the bark and how it tasted like wintergreen. Soon every man in his company stepped out and began ripping the bark off of the birch tree to take back in line to eat. Many soldiers had to crush the birch bark to a powder consistency in order to eat it. Another soldier recalled how many ate raw wheat that they rubbed in their hands in order to get the heads of the wheat to eat.

Private Louis Leon of the 53rd North Carolina Infantry kept a diary of his experiences, and on July 6th mentioned a story about the retreat from Gettysburg. His company crossed over South Mountain at Monterey Pass, where they were ordered to halt. He recalled that they sat on the fences that dotted the landscape. One of the fences broke and some of the guys fell into a hog pit where they found

hidden boxes of clothing that was full of dresses, shawls and blankets. After that many of the Tar Heels jumped into the hog pen, including Private Leon, where he found a civilian coat that he took for himself. Private Leon mentioned that if the citizens would have kept their belongings in their home it would have been safer. But since they tried hiding their belongings, it was only fair-game to take the prizes.

General Richard Ewell would march through South Mountain with his rearguard, fighting off attacks from Union General Sedgwick's Sixth Corps. General George Meade, commanding the Army of the Potomac, had ordered the Sixth Corps, under the command of General John Sedgwick to pursue the rear of the Confederate army. It was said that the rear guard of the Confederate army had thrown up breastworks supported by artillery and were fortifying Fairfield Gap.

Not wanting to risk another major battle, the Sixth Corps, as well as the rest of the Army of the Potomac were ordered to begin pursuing the Confederate army east of the Catoclin Mountain. General Sedgwick detached General Thomas Neill and his brigade of infantry to harass the rear of the retreating Confederate army. Supporting him was Colonel John McIntosh's cavalry brigade and several pieces of artillery. They would follow behind the retreating Confederate army until they got to Waynesboro, where their chase would be halted. The last Confederate soldier marched through Monterey Pass early in the morning of July 6th, 1863.



This famous photograph of three Confederate prisoners offers the viewer a glimpse of how the average Confederate soldier appeared during the Pennsylvania Campaign.



The Centennial of the Battle of Monterey Pass, 1963 -

By J.H. Stoner

During the 1960's, editor W.J. Davis and Mrs. Stoner's estate produced a booklet commemorating Waynesboro's Centennial of the American Civil War entitled "Fifteen Days Under the Confederate Flag." As I read through this booklet, I quickly realized that over half of the writings related to the Battle of Monterey Pass and the Confederate retreat. These excerpts are from W.J. Davis' publication.

A Battle Should Have A Name

This battle which centered around Rouzerville should have a name. At first thought it would seem to be appropriate to call it the battle of South Mountain but there was a battle of the Civil War by that name. Possibly it should be called the battle of Mason and Dixon as part of that skirmish occurred south of the Mason and Dixon Line. There is no other engagement of the Civil War which has the distinction of being fought on both sides of the Mason and Dixon Line. It could also be called "The Battle of Rouzerville," but that would not do as the little town was then called Pikesville.

For many years after this occurrence there could still be seen along the course of this road broken spokes, felloes, hubs and other part of wagons and gun carriages mute evidence of the disaster inflicted on the Confederates by Kilpatrick's Cavalry.

A Noted Military Encounter

The capture of the wagon train during the night of July 4, 1863 was the most noted military encounter in Franklin County. General Kilpatrick's modest report of this engagement has lain unnoticed for 75 years in the archives of the war department. It is time these reports be resurrected and this midnight battle be given its rightful place in the annals of the war. There the reports are and they may be seen by any one who care to look for them.

Like most soldiers General Kilpatrick did not waste words and it is possible, that because of the brevity of his reports he himself did not receive the credit for this achievement which he deserved and we, who live in this neighborhood, have never realized the importance of this event which transpired in our midst.

With the exception of the burning of Chambersburg, Franklin County receives only a passing glance by the historians of the Civil War, yet it was overrun time and time again by the enemy

and its citizens suffered losses mounting up into millions of dollars. Our country was just a tramping ground during the rebellion and our losses seem to have been passed off by the war department as merely the fortunes of war. Kilpatrick's victory is the only one in which Confederates suffered any loss worth mentioning in our country.

Battle of Washington Township

That engagement, be it noted, occurred between the top of the mountain and Waynesboro and covered the district from Buena Vista through Rouzerville and Ringgold to Leitersburg. It is doubtful whether many Franklin countians are now aware that a battle such as this was fought at our very doors. That this engagement was a severe one is no exaggeration. There are few men still living, who were boys then and who have vivid recollections of that eventful night. The late John A. Johnston of Rouzerville, who was then a lad of 14 distinctly remembered hearing the reports of musketry. He said there was great excitement among the residents of the neighborhood and he himself saw soldiers brought into the house of his uncle, George Harbaugh, with whom he lived with at that time.

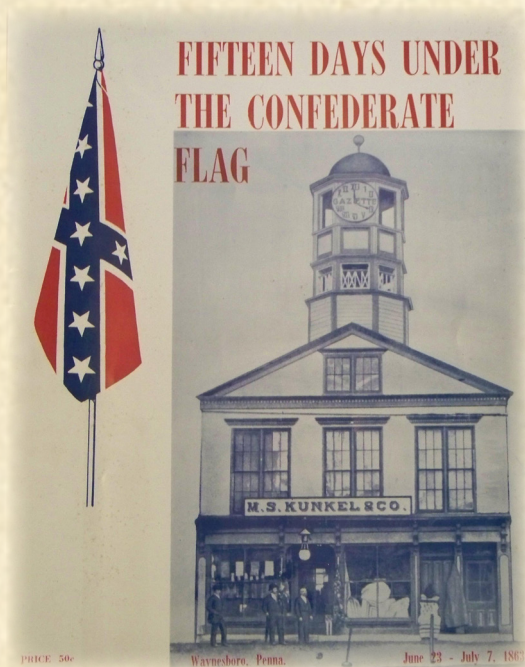
An engagement of such proportions may well be called a battle, but coming so soon after the great battle of Gettysburg, its importance seems to have been overlooked by historians.

Children Should Know More About This Battle

The school children of Franklin County and especially the school children of Washington Township on whose soil it was fought should be taught the facts about this battle. There are numerous instances recorded of several generations having passed away before the significance of some event was fully recognized and given its rightful place in history and truly this battle is one of those instances of belated recognition. After 100 years can we not give this battle along the Monterey road its rightful place in history?

The trip over the Monterey Road has not been undertaken for the avowed purpose of creating sentiment to perpetuate certain historic events or spots, but if there is any place in Franklin County that should be commemorated by a marker or monument it does seem that the engagement, which

centered around Rouzerville is of sufficient importance to receive such recognition. At the bend of the road in Rouzerville is the proper place for a metal tablet such as the government has heretofore erected in many places telling of incidents of much less military importance than this Union victory. Such a marker would not let us forget nor let our children forget the exciting struggle which took place less than three miles from Waynesboro.



Hell On Earth

The people who lived along the route of the Confederate retreat were frightened beyond measure. They remained in their homes but there was no sleep for them that eventful night. The heavy rain, the intense darkness, the clatter of horses' hoofs, the rumble of wagons, the shouts of the drivers, the reports of musketry, the cries of the wounded and the noise and confusion of battle all combined to make it a veritable hell on earth.

Jacob Stoner was the first historian of the Monterey Pass Battlefield. His work was used for Waynesboro's publication as part of their Centennial of the American Civil War. Photos from "15 Days Under the Confederate Flag."



This Keystone marker was placed on the Monterey Pass Battlefield in 1939. Photo courtesy of author's collection.





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Further Reading About the Battle of Monterey Pass & The Retreat From Gettysburg

A River to Cross by John Howard McClellan
Events of the Civil War in Washington County, Maryland by S. Roger Keller
Fairfield In The Civil War by Sarah Sites, Tim Smith, Gary Kross and Dean S. Thomas
Imboden's Brigade In The Gettysburg Campaign by Steve French
One Continuous Fight by Eric Wittenberg, J. David Petruzzi, and Michael Nuggent
The Battle of Monterey Pass by John A. Miller
The Retreat From Gettysburg by Kent Masterson Brown
The Roads From Gettysburg by Rev. John Schildt
Waynesboro During the Civil War edited by Todd Andrew Dorsett

On The Web

When the Civil War Passed This Way blog by John A. Miller, www.southmountaincw.wordpress.com

More about the Friends of the Monterey Pass Battlefield, Inc. www.montereypassbattlefield.org



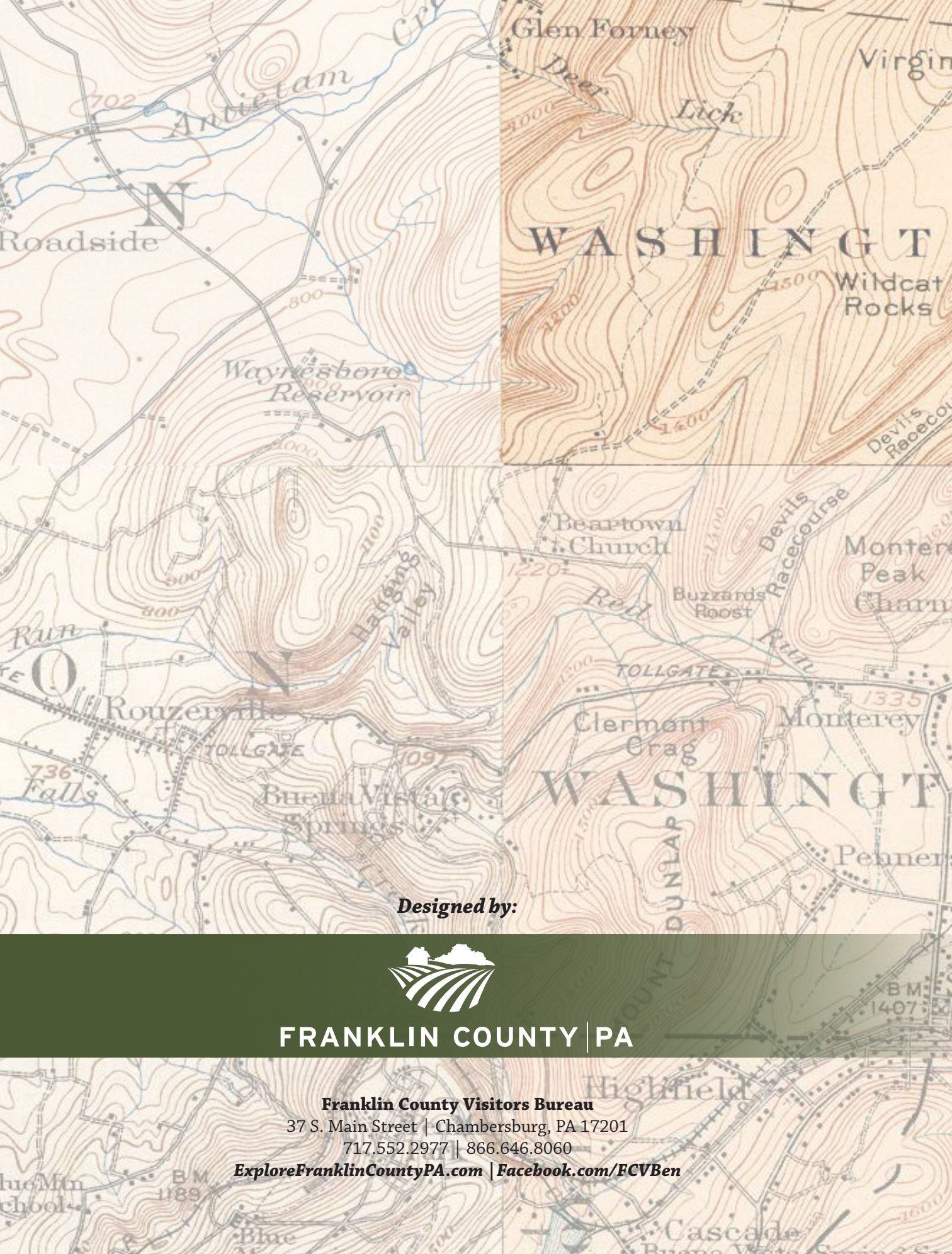
About the Author



John and his wife Alicia, dressed as historical interpreters at Antietam National Battlefield.

John A. Miller currently serves as the Washington Township historian and tour guide for the Monterey Pass Battlefield. For over the past decade, John's focus has been on the lesser known Civil War actions that occurred along the Mason-Dixon Line. His research led him to author numerous articles, which have been published in various newspapers, historical journals, and on his historical writer's blog. He also has a monthly column in the Emmitsburg News Journal. John is the author of the only book dedicated solely to the Battle of Monterey Pass, a unique battle that John is still researching and obtaining new information on today.

John has been in several documentaries, most recently the "Heart of the Civil War" documentary which premiered at the start of the 150th Commemoration of the Maryland Campaign, where they utilized his expertise as the former South Mountain State Battlefield Civil War Historian. John also plays an active role in historic preservation, and has been the leading force behind the preservation efforts of the Monterey Pass Battlefield. John serves as a historical consultant for several organizations in Frederick and Washington Counties, Maryland and in Franklin County, Pennsylvania. He is currently employed by the Gettysburg Foundation as a Visitor Services Specialist.



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