

★ CONFEDERATE ADVANCE ★

- Cavalry Screening** – Opposing cavalry units clashed at Aldie, Middleburg and Upperville as Lee moved north beyond the mountains.
- Williamsport** – Confederate Army's invasion began here on June 15, 1863, and its "Wagon Train of Misery" retreated through here after Gettysburg.
- Shielding the Army** – South Mountain, to the east, shielded the Confederates from observation by the Union Army.
- Mason and Dixon Line** – Enthusiastic Confederates unfurl their flags as they officially enter the "North."
- J.E.B. STUART'S CAVALRY TOUR**
- Rowser's Ford (Seneca)** – On the night of June 27-28, 1863, Gen. J.E.B. Stuart's 5,000 cavalrymen crossed into Maryland here.
- Old Rockville** – Stuart occupied the town on June 28, 1863, and found both Confederate sympathizers and loyal Unionists.
- Brookeville** – On June 29, 1863, Gen. J.E.B. Stuart paroled almost 400 prisoners here.
- Cooksville** – Union troops saved vital important artillery during Confederate cavalry attack on June 29, 1863.
- Sykesville** – On June 29, 1863, Confederate cavalry hatched a plan to capture Union Gen. Hooker near here. It failed.
- Westminster** – Stuart's cavalry clashed with the Union's 1st Delaware Cavalry here on June 29, 1863.
- Union Mills** – Stuart breakfasted here at the William Shirer house June 30 with Union infantry on his heels.

★ UNION ADVANCE ★

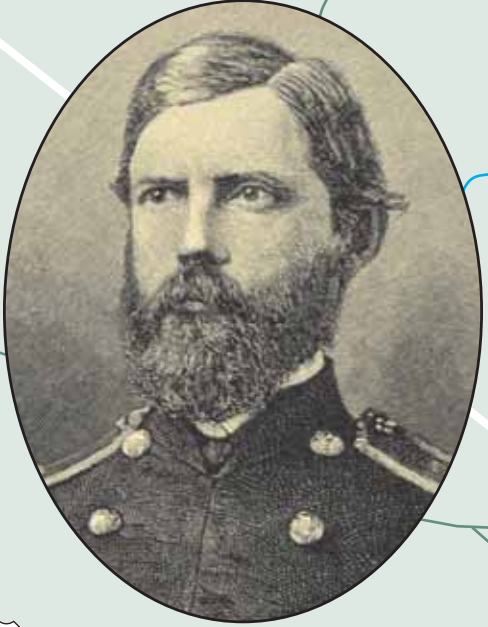
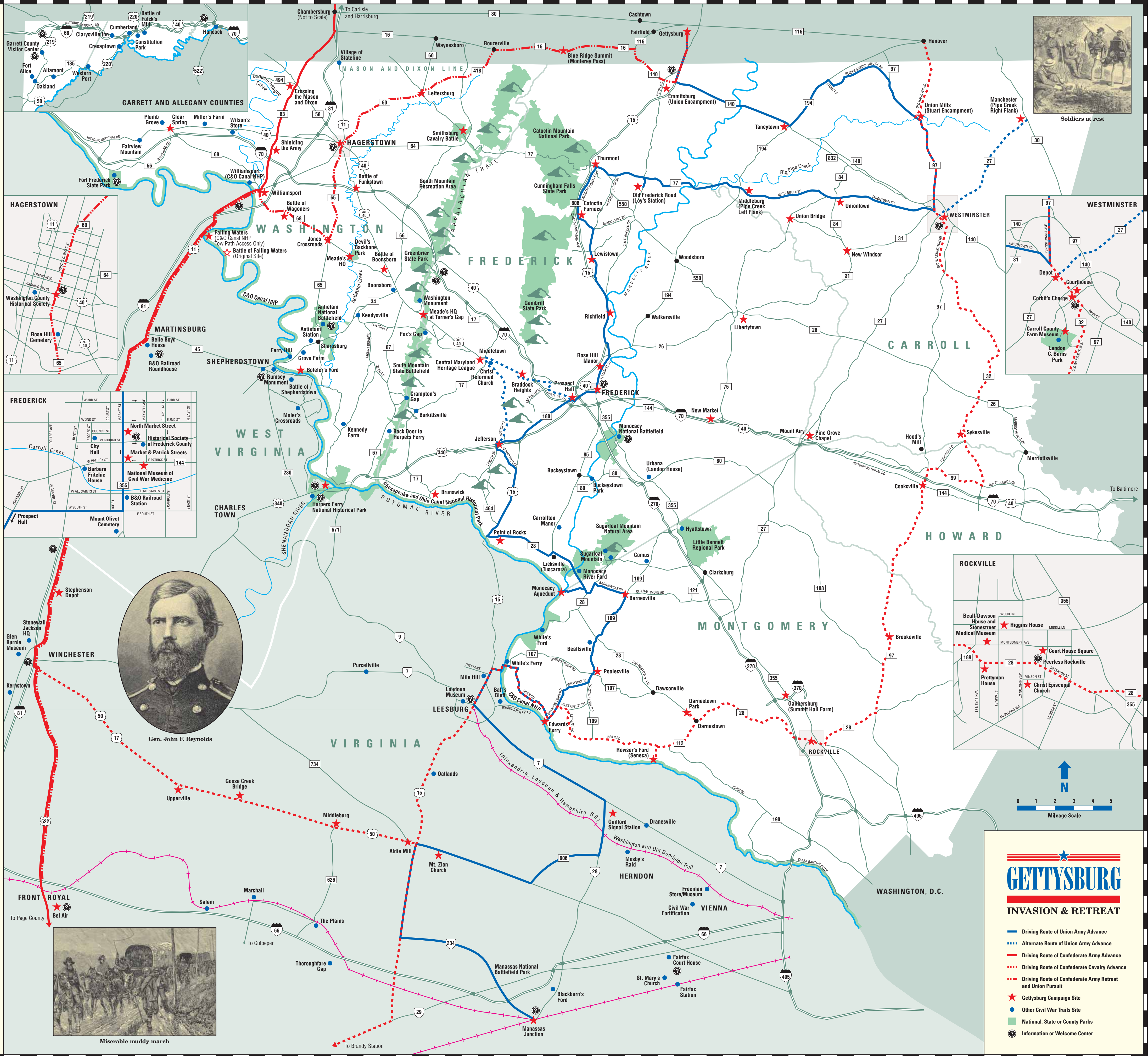
- Manassas Junction** – Site of a major Union supply depot.
- Guilford Signal Station** – A vital link in the Union communication chain between the Army of the Potomac and Washington, D.C.
- Edward's Ferry** – Most of the Union army, pursuing Lee's army, crossed the Potomac here June 24-25, 1863.
- Poolesville** – From here Hooker wired Gen. Henry Halleck in Washington, D.C. concerning supplies to be sent to Frederick.
- Barnesville** – Three Union infantry corps marched through this little town, June 26-28, 1863.
- Monocacy Aqueduct** – Thousands of Federal soldiers marched the muddy towpath and crossed the Monocacy River here on June 25-27, 1863.
- Point of Rocks** – This was a major crossing point between Confederate Virginia and Unionist Western Maryland.
- Jefferson** – In late June 1863, many pro-Union residents welcomed the Federals with cheers and flowers.
- Middletown** – The Union army marched through the town on its way north, and Union cavalry passed through after the Battle at Gettysburg.
- Braddock Heights** – Good views here of the South Mountain gaps, important during the Gettysburg and Antietam campaigns.
- Prospect Hall** – On June 28, 1863, Meade replaced Hooker as Commander of the Army of the Potomac.
- Frederick** – Troops from both sides occupied the town at different times in 1862, 1863 and 1864.
- Rose Hill Manor** – Home of Maryland's first governor. The Union army's large artillery reserve camped here in late June 1863.
- Richfield** – On June 28, 1863, Meade promoted three young cavalry officers up four ranks to general.
- Lewisstown** – Saw Union troops on June 28, 1863, en route to Gettysburg and on July 7, 1863, pursuing the Confederates.
- Catoctin Furnace** – Ironworks continued to operate even as Union and Confederates marched by throughout the campaign.
- Thurmont** – Union infantry passed by here on June 29, 1863, on the way to Gettysburg and pursued Confederate cavalry after the battle.
- Old Frederick Road (Loy's Station)** – A Union corps marched through here pursuing the Confederate army both before and after the battle.
- Middleburg** – Site of Union army's left flank on Pipe Creek between June 28 and July 1, 1863.
- Uniontown** – A New York soldier described the town as "patriotic, but paralyzed just now by the madness of the rebel army."
- New Windsor** – Union soldiers who marched through here commented on the beauty of this town and surrounding countryside.
- Union Bridge** – Thousands of wounded Federals passed through the town after the Battle of Gettysburg.
- Libertytown** – On June 29, 1863, Union troops marched through the town while being serenaded by the division's glee club.
- New Market** – A wing of the Union army marched through here on June 29-30, 1863.
- Mount Airy** – On June 29, 1863, Union cavalry came through in pursuit of Stuart's cavalry.
- Manchester** – Site of Union army's right flank on Pipe Creek between June 28 and July 1, 1863.
- Union Mills** – Confederate cavalry camped here the night of June 29, 1863, followed closely by Union infantry.
- Taneytown** – Location of Meade's headquarters in the days before the battle.
- Emmitsburg** – A union supply depot and home of the Roman Catholic Daughters of Charity, who helped tend to wounded soldiers.
- Gettysburg** – The battle that occurred here on July 1-3, 1863, cost approximately 50,000 men killed, wounded or missing.

★ CONFEDERATE RETREAT & UNION PURSUIT ★

- Monterey Pass** – Union cavalry attacked a retreating Confederate wagon train in a daring midnight raid.
- Leitersburg** – Union cavalry attacked retreating Confederates after a long, miserable march through the mud and rain.
- Hagerstown** – After two sharp cavalry engagements with retreating Confederates, Union troops finally occupied the town on July 12, 1863.
- Jones' Crossroads** – The entrenched armies faced each other here on July 12, 1863.
- Smithsburg** – On July 5, 1863, Stuart's retreating cavalry fought an artillery duel with Union cavalry.
- Battle of Wagons** – On July 6, 1863, Imboden organized his drivers and wounded to protect the Confederate wagon train during an attack.
- Boonsboro** – Site of July 8, 1863 cavalry battle.
- Funkstown** – On July 10, Stuart's cavalry held off Union forces enabling the Confederates to protect their avenue of retreat.
- Turner's Gap** – Meade established his headquarters here on July 9, 1863.
- Battle of Falling Waters** – Confederates fought here to protect their retreat across the Potomac River on July 14, 1863.
- Brunswick** – Union troops pursuing the Confederate army crossed the Potomac River here.
- Front Royal** – The Buck family entertained Lee at their home, Bel Air, July 22, 1863.

★ WESTERN MARYLAND ★

- Clear Spring** – Site of major Union encampment and signal station throughout the Civil War.
- Hancock** – Stonewall Jackson shelled the town in 1862, when the Union garrison refused to surrender.
- Folk's Mill** – On August 1, 1864, Union troops ambushed Confederate cavalry sent to disrupt the railroad.
- Cumberland** – Home to Maryland's second largest railroad depot and site of 1864 Confederate raid.
- Clarysville** – Site of largest Civil War hospital complex in Western Maryland.
- Altamont** – Confederate Rangers attacked the B&O Railroad and sent a captured locomotive careening toward Oakland.
- Oakland** – Confederates took control of the town for a day to disrupt Union troop and supply movements on the B&O Railroad.
- Fort Alice** – Confederates disarmed the Federal garrison, destroyed the fort and burned the B&O Railroad bridge.



GETTYSBURG
INVASION & RETREAT

- Driving Route of Union Army Advance
- Alternate Route of Union Army Advance
- Driving Route of Confederate Army Advance
- Driving Route of Confederate Cavalry Advance
- Driving Route of Confederate Army Retreat and Union Pursuit
- ★ Gettysburg Campaign Site
- Other Civil War Trails Site
- National, State or County Parks
- Ⓜ Information or Welcome Center

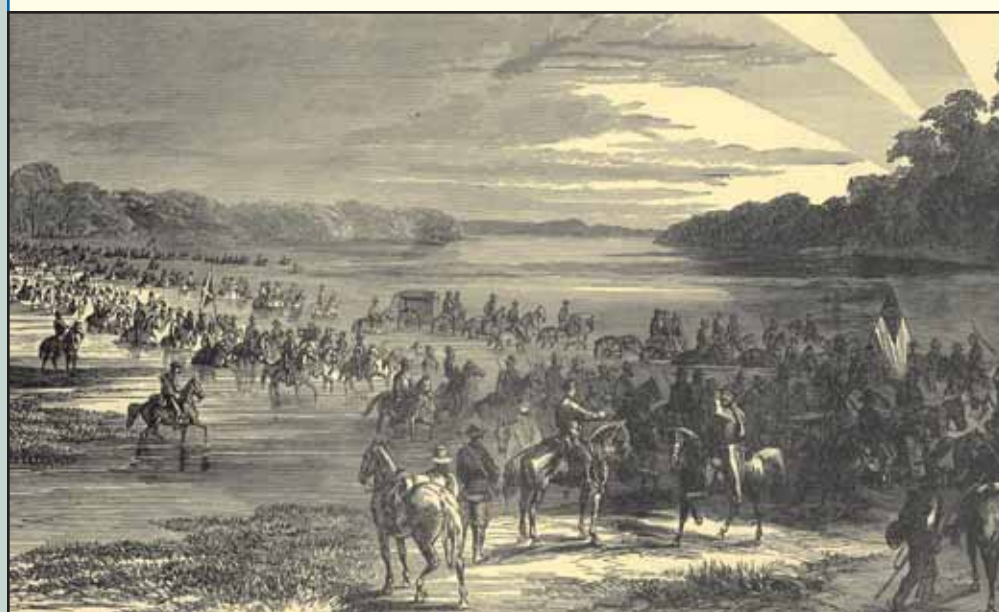
The Battle of Gettysburg lasted three days. The Gettysburg Campaign took thirty-five days, with most of the advance and retreat occurring in Maryland. The first battle of the campaign – the largest cavalry engagement of the Civil War – occurred on June 9, 1863, at Brandy Station, Virginia, on the Orange & Alexandria Railroad. Despite being surprised, Confederate Gen. J.E.B. Stuart rallied and held the high ground at the end of the day, thus protecting Gen. Robert E. Lee's right flank.

Lee was moving north. Motivated by his recent stunning victories at Fredericksburg and Chancellorsville, he decided to launch a second invasion into Union territory. The first incursion had ended nine months earlier with the Confederate retreat from Antietam. This time Lee intended to carry the war across the Mason and Dixon Line into Pennsylvania.

The Shenandoah Valley in Virginia and the Cumberland Valley in Maryland became Lee's avenue of invasion. By June 15, Lee's army had cleared its path with a victory at the Second Battle of Winchester. Throughout the next week, the Confederates splashed northward across the Potomac River at Boteler's Ford and at Williamsport, then marched through Western Maryland towns like Hagerstown and Smithsburg. The bulk of the 75,000 Confederates entered Pennsylvania by June 25.

Meanwhile, the U.S. Army searched desperately for the Confederates. The Blue Ridge Mountains effectively screened Lee's movements, and Federal cavalry probes at Aldie, Middleburg, and Upperville had

The Confederate cavalry crossing the Potomac River, June 11, 1863.



"Cannons on the Square" by Ron Lesser.

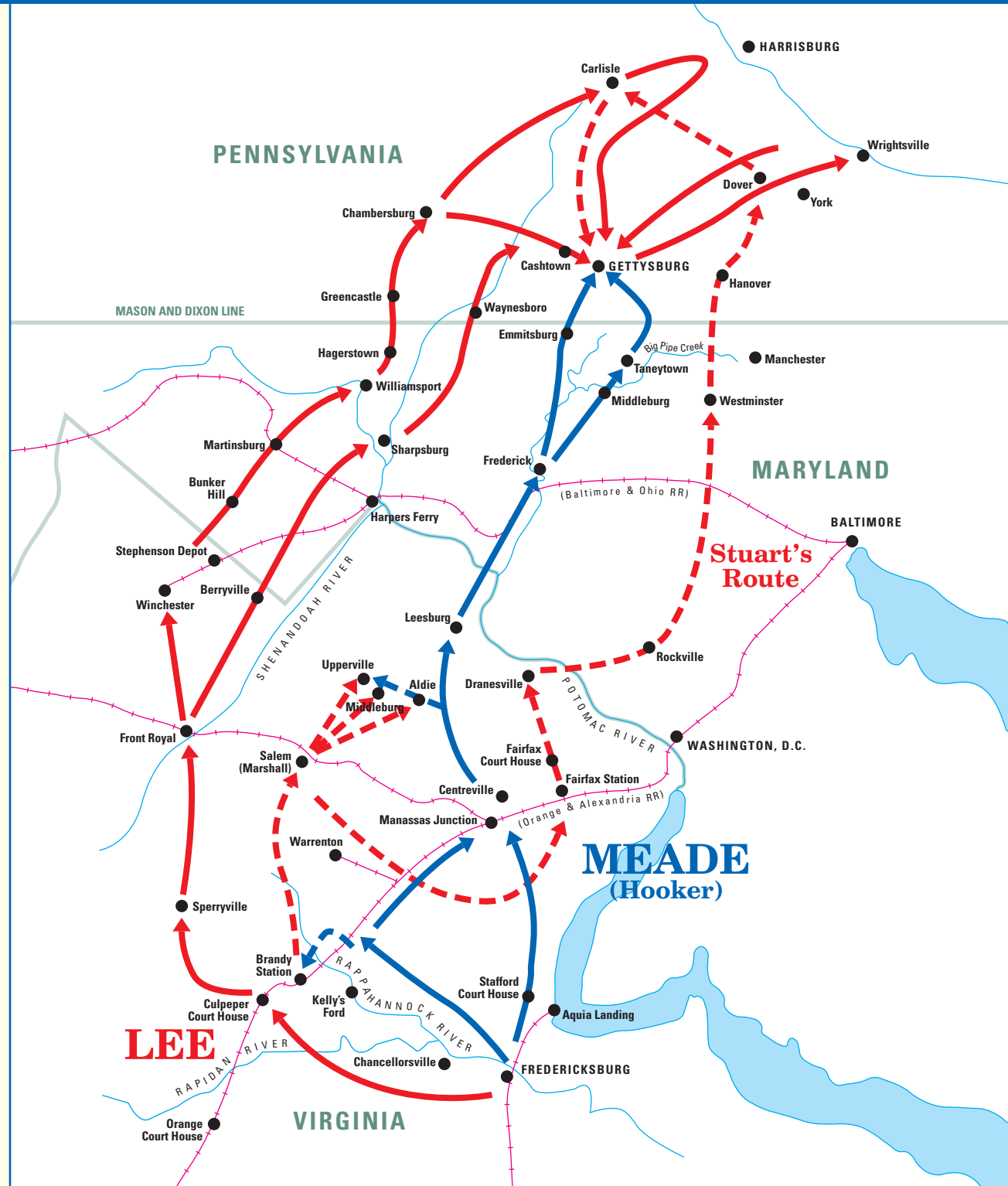
failed to discover him. Finally, on June 24, the Federals began crossing the Potomac at Edward's Ferry to concentrate at Frederick. They then lurched north toward Emmitsburg and east into Carroll County on a dual mission to confront the invaders and protect Baltimore and Washington, D.C., along the "Pipe Creek Line."

Stuart, meanwhile, separated from Lee, conducted a cavalry raid east of the main Federal army. Although Stuart captured 125 wagons and 400 prisoners near Rockville, his raid through central Maryland deprived Lee of his army's "eyes and ears" during much of the campaign.

On July 4, following their defeat at the Battle of Gettysburg, the Confederates began retreating through Washington County, reversing the paths they had followed two weeks earlier. A flooded Potomac River prevented immediate escape, and for nearly one week, pursuing Federals trapped the Confederates at Williamsport and Falling Waters. The Gettysburg Campaign ended on July 14 when Lee finally recrossed the river.



Gen. Robert E. Lee



Gen. Joseph Hooker Gen. George Meade

Gen. Joseph Hooker was furious. The Army of the Potomac's commander had demanded that Washington authorize him to abandon Maryland Heights and transfer the 10,000 men guarding the mountain fortress at Harpers Ferry to the main army in Frederick, Md. After the War Department refused, Hooker, in a rage, offered his resignation on June 27, 1863.

It was a bad time to pick a fight with the Lincoln administration, since Gen. Robert E. Lee had invaded Maryland and Pennsylvania after thrashing Hooker at Chancellorsville, Va. Lincoln could not afford petty bickering during this dire emergency. He accepted Hooker's resignation and replaced him with Gen. George G. Meade.

A courier delivered Lincoln's orders to an unsuspecting and startled Meade at 3 a.m. on Sunday, June 28, near Frederick. Meade had not campaigned for the job; his steady record of success had earned him the position on merit. "I am moving at once against Lee," he wrote to his wife. "[A] battle will decide the fate for our country and our cause."

WHERE'S STUART

Confederate Gen. James Ewell Brown Stuart served as Gen. Robert E. Lee's "eyes and ears" as the Army of Northern Virginia invaded Northern soil in June 1863. Lee directed him to protect his right flank, avoid protracted engagements with the Federals, and capture provisions while gathering information.

Stuart disrupted Union communication and supply lines, alarming Washington and Baltimore. He also lost contact with Lee, rendering him blind and deaf to the whereabouts of the Federals and frustrating him as the military situation changed.

Once Lee's infantry stumbled into Gen. George G. Meade's Army of the Potomac at Gettysburg early on July 1, 1863, Stuart's absence further limited Lee's options. Delayed by a captured Union wagon train and various engagements, Stuart did not reach Gettysburg until late on July 2. Union Gen. David McM. Gregg's cavalry command thwarted his attack on the Federal rear the next day. Criticism of Stuart's performance in the Gettysburg Campaign began soon after the battle and has continued ever since.



Gen. J.E.B. Stuart

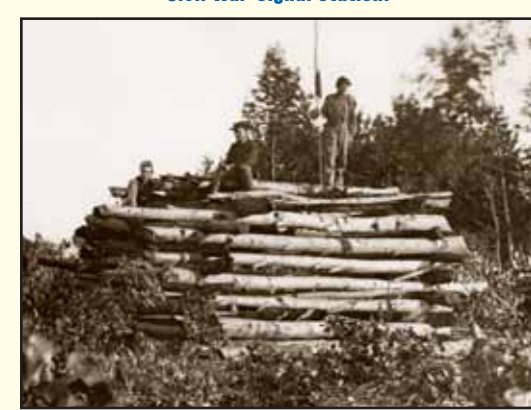
SIGNALING

Communications are extremely important in wartime, both for locating and predicting the movements of the enemy and for keeping track of friendly forces. The Civil War was the first war in which the electric telegraph was used extensively. The U.S. Signal Corps, established in June 1860 under Maj. Albert J. Myer, was the first corps of officers and men whose sole mission was communication. Myer had developed a flag-signaling system in the 1850s called "wigwagging."

A student of his, Edwin Porter Alexander, went South and founded the Confederate Signal Corps. At night torches were used instead of flags, but each method could only be used when the weather allowed good visibility. Both sides used Myer's system to communicate during battles as well as during campaigns.

Wigwag signal stations were placed on high ground with unobstructed views, and moved when the army moved. Capt. Lemuel Norton was U.S. Chief Signal Officer during the Gettysburg campaign, and Col. William Norris headed the Confederate Signal Corps.

Civil War signal station.



INVADED AGAIN

During the Civil War, Marylanders struggled to maintain normalcy despite repeated military incursions. At the start of the war, U.S. troops were immediately deployed to occupy areas sympathetic to the South. Gen. Robert E. Lee's Army of Northern Virginia invaded in 1862 and 1863, and Gen. Jubal A. Early's forces invaded in 1864.

The Federal government suspended some civil rights in areas under martial law and arrested citizens for many reasons, including "disloyalty." Confederates under Gen. J.E.B. Stuart arrested Union supporters, including Mollie Dawson's father in Rockville, to prevent them from transmitting information. Members of Mollie's family fought on both sides. Taunted in school for her family's allegiance, she and her siblings worried that their father would again face Confederate arrest.

Union and Confederate forces occupied communities to secure strategic roads and lines of communication. They disrupted everyday life, sometimes getting into altercations with citizens and stealing livestock. Virginia Moore of Bethesda recalled an intoxicated soldier stealing her chicken: "Had we reported him our lives would not



Mollie Dawson Lt. Oliver Wendell Holmes, Jr.



The only known photographs of Confederate troops marching under arms were taken at the intersection of Patrick and Market Streets in Frederick in September 1862.

have been safe." In this climate of confusion and mistrust, some families provided meals to Union officers camped nearby to protect their livestock and crops from marauding soldiers and to supplement their incomes. Lt. Oliver Wendell Holmes, Jr. (later a U.S. Supreme Court justice), of the 20th Massachusetts Infantry, wrote, "To the rear of our hill... is a secesher's house (Mrs. Mary E. Chiswell) where we eat & paid 37 cents for delicious dinners of goose & ice cream."

Marylanders did not suffer the shortages and privations of the South but did experience destroyed roads, crops, fences, wood lots, and structures caused by constant troop movements. They faced curfews, carried passes to cross Union picket lines, and endured unreliable newspaper accounts and rumors. Men 18-45 years old were subject to the draft. When faced with arrest from either government, however, political opponents often stepped forward to defend neighbors. Though divided by loyalties, Marylanders were united by community.

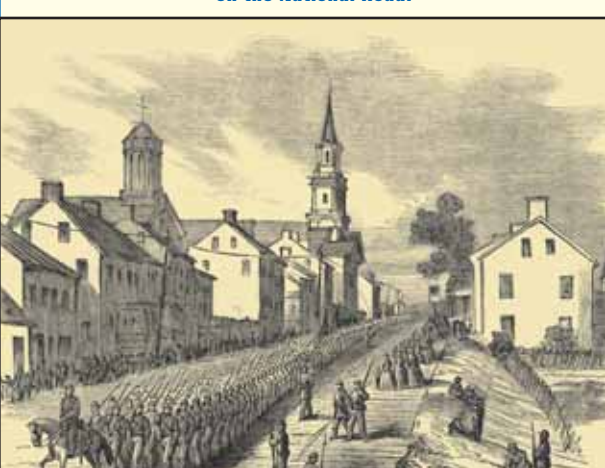
LONG MARCHES

As you drive this tour in your climate-controlled vehicle, consider the plight of the Civil War infantryman who trudged the same route, putting one tired foot in front of the other in all types of weather while wearing ill-fitting army shoes and totting 60 pounds of equipment.

A typical division of the Army of the Potomac, numbering between 3,000 and 5,000 men, and including wagons carrying food and ammunition, could stretch out along four miles of road. The typical marching day would last from dawn into the afternoon at a rate of two and a half miles per hour.

During the Gettysburg Campaign, however, soldiers sometimes marched more than 30 miles at a stretch. After a miserable hike of 35 miles on June 24, 1863, Pvt. Alex Haley of the 17th Maine Infantry complained in his diary, "Ye gods! ... I could stand no more of this." But the next day he got up and hoofed it for six more miles, testifying to the amazing resilience of the American soldier.

Union troops marching through Middletown on the National Road.



LINCOLN GOES TO GETTYSBURG

When President Abraham Lincoln learned of Union victories at Vicksburg and Gettysburg in July 1863, he told a crowd it was providential that they had occurred around the nation's birthday. "Gentlemen,"

he added, "this is a glorious theme, and the occasion for a speech, but I am not prepared to make one worthy of the occasion." He found his occasion that fall at the dedication of the cemetery at Gettysburg. By the time Lincoln left Washington, D.C. by train on November 18, he had substantially completed his speech, adding the final touches in Gettysburg.

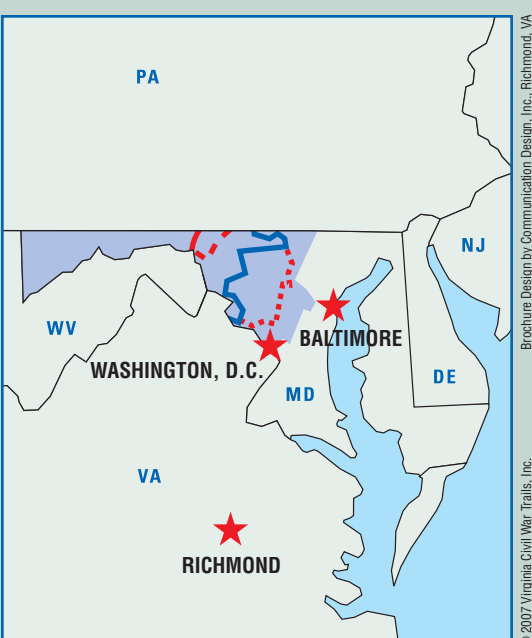
At the ceremony on November 19, Lincoln followed a widely praised two-hour oration by Edward Everett, the principal speaker. Lincoln delivered his 272-word speech in a few minutes and sat down, his brevity surprising the crowd, and scattered applause leaving him uncertain whether it had been "worthy of the occasion" after all. His supporters called it "thrilling" and his enemies thought it "silly," but subsequent generations of Americans have proclaimed the speech immortal.



Abraham Lincoln



Cover: Detail of painting "Serious Work Ahead" by Civil War Artist Dale Gallon, www.gallon.com, (717) 334-0430.



Allegany, Carroll, Frederick, Garrett, Howard, Montgomery and Washington counties.

Funding for this publication has been provided, in part, by the Federal Highway Administration through the Maryland Department of Transportation's Transportation Enhancement Program.

For more information on other Civil War Trails, call toll-free:

1-888-248-4597

www.visitmaryland.org
Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor



MARYLAND CIVIL WAR TRAILS
GETTYSBURG
INVASION & RETREAT

How to use this Guide

This guide depicts four scenic and historic driving tours that follow the routes taken by Union and Confederate armies during the June-July 1863 Gettysburg Campaign. Information contained here and along the Trail tells stories that have been hidden within the landscape for more than 140 years. Follow the bugle trailblazer signs to waysides that chronicle the day-to-day stories of soldiers who marched toward the Civil War's most epic battles and civilians who, for a second time in nine months, watched their countryside trampled by the boots of the "Blue and Gray."

The Trail can be driven in one, two or three days depending on traveler preference. Destinations like Rockville, Westminster, Frederick, Hagerstown and Cumberland offer walking tours that can be enjoyed all-year long. Recreational activities such as hiking, biking, paddling and horseback riding add a different, yet powerful dimension to the driving experience. Amenities along the Trail include dining, lodging, shopping, and attractions, which highlight Maryland's important role in the Civil War. For more detailed travel information, stop by any Maryland Welcome Center, Local Visitor Center or contact any of the organizations listed in this guide. For additional Civil War Trails information, visit www.civilwartrails.org. For more travel information, visit www.mdwelcome.org.



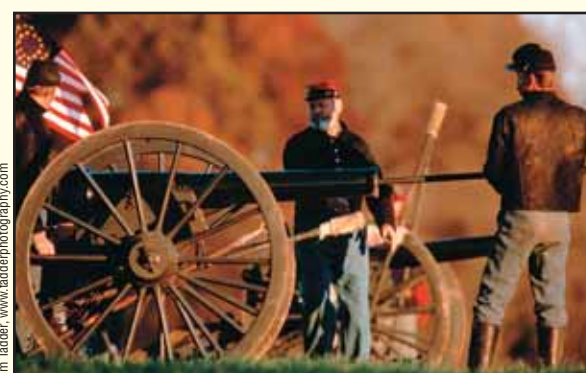
Biking through C&O Canal National Historical Park.

THE CIVIL WAR REVISITED

The following further explore and expand on the story of the Civil War:

Maryland Office of Tourism Development
217 East Redwood Street
9th Floor
Baltimore, MD 21202
(800) MDISFUN (634-7386)
www.mdwelcome.org

Conference and Visitors Bureau of Montgomery County, Maryland, Inc.
11820 Parklawn Drive
Suite 380
Rockville, MD 20852
(800) 925-0880
www.visitmontgomery.com



Howard County Visitors Information Center
Howard County Tourism Council
P.O. Box 9
8627 Main Street
(side entrance)
Ellicott City, MD 21043
(800) 288-8747
www.visithowardcounty.com

Tourism Council of Frederick County, Inc.
19 East Church Street
Frederick, MD 21701
(800) 999-3613
www.fredericktourism.org

Hagerstown/Washington County Convention & Visitors Bureau
16 Public Square
Hagerstown, MD 21740
(800) 228-STAY (7829)
www.marylandmemories.org

Allegany County Convention & Visitors Bureau
Western Maryland Railway Station
13 Canal Street
Cumberland, MD 21502
(800) 425-2067
www.mdmountainside.com

National Museum of Civil War Medicine
48 East Patrick Street
Frederick, MD 21701
(800) 564-1864
www.CivilWarMed.org

South Mountain State Battlefield
6620 Zittletown Road
Middletown, MD 21789
(301) 432-8065
www.dnr.state.md.us

C&O Canal National Historical Park
Williamsport Visitor Center
205 West Potomac Street
Williamsport, MD 21795
(301) 582-0813
www.nps.gov/choh

Cunningham Falls State Park
14039 Catoctin Hollow Road
Thurmont, MD 21788
(301) 271-7574
www.dnr.state.md.us

Catoctin Mountain National Park
6602 Foxville Road
Thurmont, MD 21788
(301) 663-9388
www.nps.gov/cato

Gettysburg National Military Park
97 Taneytown Road
Gettysburg, PA 17325
(717) 334-1124
www.nps.gov/gett

Fort Frederick State Park
11100 Fort Frederick Road
Big Pool, MD 21711
(301) 842-2155
www.dnr.state.md.us

MEDICINE

Bitting on a bullet during surgery and amputating limbs because doctors didn't know how to do anything else are but two of the many myths about Civil War medical care. In fact, medical science made great strides despite ignorance of the germ theory of infection and the many deaths from infection and disease.

After the Battle of Gettysburg, the wagon train carrying 10,000 wounded Confederates stretched seventeen miles as the army made the agonizing fifty-mile retreat to Virginia. Gen. John D. Imboden's brigade protected the train. He later recalled that during the night of July 4, 1863, as the cries of the wounded and dying soldiers mixed with thunder, lightning, and sheets of rain, "I realized more of the horrors of war than I had in all the preceding years."

Six hundred sisters from a dozen religious communities served as nurses during the war. The Daughters of Charity of Emmitsburg were among the first to arrive at Gettysburg after the battle and aid the wounded.



Photo: New York Historical Society/County of Daughters of Charity Archives, Connecticut