

# Clarke County

## AT WAR

## Battlefield Driving Tour

## Battles of Berryville and Cool Springs

### Clarke County Civil War Time Line

**April 17, 1861**

Virginia votes to secede.

**June 13-14, 1863**

Confederates drive Federals out of Berryville as part of the advance that includes the Second Battle of Winchester during Robert E. Lee's Gettysburg Campaign.

**June 21, 1863**

Confederate Gen. Robert E. Lee stops in Berryville.

**July 1, 1863**

Emancipation Proclamation takes effect.

**July 17-18, 1864**

Union forces attempting to cross the Shenandoah River are defeated by Confederates at the Battle of Cool Spring during Early's Maryland Campaign.

**August 13, 1864**

Confederate Col. John S. Mosby's Rangers strike the vulnerable Federal supply line in the Berryville Wagon Train Raid.

**August 19, 1864**

Union soldiers burning houses are surprised by a detachment of Mosby's Rangers, who execute the men they capture.

**September 3-4, 1864**

Union and Confederate forces fight the inconclusive Battle of Berryville (during the 1864 Shenandoah Campaign), a prelude to the Third Battle of Winchester.

**April 7, 1865**

Robert E. Lee surrenders at Appomattox Court House.

**April 18/20, 1865**

John Mosby meets with Federals in Millwood to discuss surrender, but suspects a trap and abruptly leaves the second meeting. He will disband his men on April 21 in Fauquier County.

**December 1865**

The 13th Amendment to the Constitution outlaws Slavery.

**Early 1870s**

Josephine City is formed by African Americans, including former slaves.

**c. 1882**

Josephine City School Opens

## Clarke County's Civil War Story

Clarke County was fortunate to see only minor skirmishing during the early years of the Civil War, but that began to change in June of 1863, with Confederate Gen. Robert E. Lee's movement into the Shenandoah Valley during his Gettysburg Campaign. On June 13, 1863, Confederate troops attacked and drove Federals out of Berryville – part of the larger Confederate advance against Federal troops in the area that also witnessed the Second Battle of Winchester (June 13-15, 1863), clearing the way for Lee's invasion of the north. Just over a week later, Lee himself passed through Berryville. But the full fury of the war truly hit the area in 1864, with two significant battles and the bitter, often merciless clashes of irregular warfare.



*This sketch by artist James Taylor portrays the Morgan's Lane incident (Stop #3)*

## Battle of Cool Spring (July 17-18, 1864)

### Early's Maryland Campaign

As Confederate Gen. Jubal A. Early's army withdrew south after threatening Washington, D.C., he was pursued by a Union column, consisting of the 6th Corps and elements of the 19th Corps under Gen. Horatio Wright. Wright's force was joined by elements of Gen. George Crook's Army of West Virginia (VIII Corps). On July 17, the Union cavalry passed through Snickers Gap in the Blue Ridge Mountains and attempted to force passage of the Shenandoah River at Snickers Ford (Castleman's Ferry). On the morning of July 18, the vanguard of the Union infantry moved through Snickers Gap. Col. Joseph Thoburn (of Crook's command) led his division downstream to cross the river at Judge Richard Parker's Ford. Early's three nearby infantry divisions moved to defend the fords. In the afternoon, Rodes's division attacked and shattered Thoburn's right flank on the Cool Spring plantation. Thoburn made a stand behind a sunken tow path at the river's edge and beat off three attacks until darkness enabled him to withdraw. The Federal pursuit of Early was delayed several days.

## Battle of Berryville (September 3-4, 1864) Sheridan's 1864 Shenandoah Campaign

Since Union Gen. Philip H. Sheridan had taken command of Federal forces in the Shenandoah Valley on August 7, 1864, he and Confederate Gen. Jubal A. Early had fought mostly minor actions during a period that became known as "mimic war." As September began, however, the campaign began to intensify. Sheridan's divisions marched south from Halltown, West Virginia, reaching Berryville on September 3. Happening upon elements of Union Gen. George Crook's corps going into camp, Confederate Gen. R.H. Anderson's (Kershaw's) division attacked with initial success, but ultimately limited results. During the night, Early brought up his entire army, but by daylight found Sheridan's position too strongly entrenched to assault. Early withdrew after dark behind Opequon Creek, setting the stage for the Third Battle of Winchester on September 19.

## Mosby's Rangers

1864 also saw the height of irregular warfare in Clarke County, led by famed Confederate guerilla chief Col. John S. Mosby. "Mosby's Rangers" became increasingly active in Clarke County, crossing back and forth over the Blue Ridge Mountains (where "Mosby's Confederacy" was located), ravaging Union supply lines (most notably in his famous Wagon Train Raid) and engaging in increasingly vicious warfare with Federal counterparts such as Gen. George A. Custer. In April 1865, the county would also be the site of Mosby's abortive post-Appomattox surrender negotiations – talks that almost ended in violence.

# African-American Life in Clarke County

## Antebellum, Wartime, and Post-War

For enslaved African-Americans in Clarke County, the war brought freedom – and a chance to fight for that freedom. Many enslaved and free blacks from the county joined the United States Colored Troops and fought in the war; after the War the Freedman's Bureau kept a close eye on Clarke and supported African Americans in the transition. The 13th Amendment outlawed slavery and brought freedom, but not equal treatment. To carve out their own lives, African-Americans in the Berryville area purchased land and built their own community, Josephine City.

Prior to the Civil War, Clarke County was unusual in the Shenandoah Valley for the large proportionate size of its enslaved population. The county was part of several incidents during the march towards Civil War. In September 1850 one of the first national tests of the Fugitive Slave Act occurred when three Clarke County slave owners went to Pennsylvania to reclaim three fugitive slaves under the new law. In 1859, Clarke County-resident Judge Richard Parker presided over the trial of John Brown after his failed raid on Harper's Ferry. And in January 1860 two slaves in Clarke County were convicted of conspiring with fellow slaves to rebel.

During the war, at least 84 enslaved African American men who were born or lived in Clarke County successfully fled to freedom and later volunteered for the U.S. Colored Troops, the Navy, and for civilian service with Union officers. And Clarke County resident Thomas Laws played a prominent role in the Third Battle of Winchester, smuggling vital intelligence to Union commander Gen. Philip H. Sheridan that helped prompt Sheridan's decision to attack. (At the end of his life, Laws lived in Josephine City [next to Berryville]. He is buried in Milton Valley Cemetery in Josephine City.)

After the War, some twenty communities were created by freedmen across Clarke County to provide homes for their emancipated families, business places, schools and churches. The largest of these was **Josephine City**, next to Berryville. It was created in 1870, when Ellen McCormick, the debt-burdened widow of Confederate Maj. Edward McCormick, began selling land to save her home farm Clermont from foreclosure. Failing twice to sell a 31-acre parcel at public auction to whites, she was approached by one of her former slaves, Josephine Williams, who asked her to sell to a group of African-Americans and to finance the deal. Ellen McCormick did so, charging \$100 per acre and 6% interest, creating a community existing to this day. Josephine Williams bought the first two lots.

# Driving Tour Directions

**Tour Starting Point/Stop 1 – Shenandoah University Cool Spring Campus (1400 Parker Lane, Bluemont).** .

*Directions to Stop 1:* From Va 7 (Harry Byrd Highway) turn north onto Parker Lane. (Parker Lane is about 5.6 miles east of Berryville, about 800 feet east of the bridge over the Shenandoah River.) At the turn, you should see a sign saying "Shenandoah River Campus at Cool Spring Battlefield," as well as a Civil War Trails "bugle" sign. After turning onto Parker Lane, continue 1.5 miles north (drive carefully), then turn left into the parking area and park. Walk to the kiosk at the trailhead.

## **Stop 1 ~ Shenandoah University Cool Spring Campus (Battle of Cool Spring)**

You're standing on the eastern part of the Cool Spring battlefield. On July 17-18, 1864, Confederate Gen. Jubal A. Early's forces threw back a Union attempt to follow them across the Shenandoah River at this point. Two Civil War Trails interpretive markers along the walking trail tell the story of the battle. The first marker is on a small knoll just to the right and behind the kiosk. The second is down the trail to the left. Go around the gate (although it says "Do Not Open – Private," the sign and gate are meant to keep vehicles out, not pedestrians) and continue approximately 540 feet down the trail to the second marker, which looks out over the river.

*Directions to Stop 2:* Take Parker Lane back to Va. 7. Turn right, heading west. In 0.4 miles, shortly after crossing the bridge over the Shenandoah River, turn right onto Castleman's Road (Va. 603). In about 250 feet (just around the turn), pull into the parking area. There is a Civil War Trails marker in the grassy area just to the west of the parking area.

## **Stop 2 ~ Snickers Gap (Battle of Cool Spring)**

This earlier Civil War Trails marker is a duplicate of one of the newer markers at Stop #1. From this position, you can look east at Snicker's Gap in the Blue Ridge Mountains, which played a key role in channeling troop movements. Also note that today's VA 7 parallels the route of the historic Berryville Pike, which continues west to Winchester, where it was the main Union avenue of advance (through the Berryville Canyon) during the Third Battle of Winchester on September 19, 1864.

*Directions to Stop #3:* Turn left out of the parking area and take Va. 603 back to Va. 7. Turn right onto Va. 7. Continue for 3.3 miles, then turn left (south) onto Route 608 (Morgan Lane). Continue for 1.7 miles until reaching the entrance to Hill and Dale (a private lane). Park in the triangle around the tree and road sign.

## **Stop 3 ~ Morgan's Lane: "No Prisoners" (Mosby's Rangers)**

In retaliation for losses during the Great Wagon Train Raid on August 13, 1864, (see the next stop on the tour), and for the killing of a picket the night before near the Shenandoah River, Union Gen. George A. Custer ordered that five houses be burned in the vicinity of Berryville. (Two are known to have been completely destroyed.) On August 19, 1864, as members of the 5th Michigan Cavalry were attempting to destroy the home of Col. Benjamin Morgan, known as Hill and Dale, they were attacked by men under Lt. William H. Chapman of Mosby's command who killed 30 out of the 50 men, losing no men of his own and taking no prisoners.

*Directions to Stop #4:* Turn back the way you came on Route 608, and drive 1.7 miles back to Va. 7. Turn left onto Va. 7. Continue for 1.8 miles, then take the US-340 ramp on your right. Merge onto US-340, headed north. Continue for 0.6 miles, then make a u-turn to take US-340 south. Continue 0.2 miles south, then pull off to the right side of the road, next to the two state historical markers.

## **Stop 4 ~ Berryville Wagon Train Raid (Mosby's Rangers)**

You are standing near the site of one of the most famous exploits of Col. John S. Mosby and his Rangers, the "Berryville Wagon Train Raid" (Also known as the Buck Marsh Fight.) On August 13, 1864, Mosby and his Rangers attacked Union Gen. Philip H. Sheridan's Cavalry Division wagon train loaded with supplies to reinforce the Union troops in Winchester. Mosby's men reported that they captured 200 men, burned or looted around forty wagons, and acquired 420 mules, 200 cattle, and 36 horses.

*One of the US Colored Troops from Clarke County, Daniel Carter, was captured and taken to Libby Prison in Richmond, where the government advertised for his former owner to come and return him to slavery.*

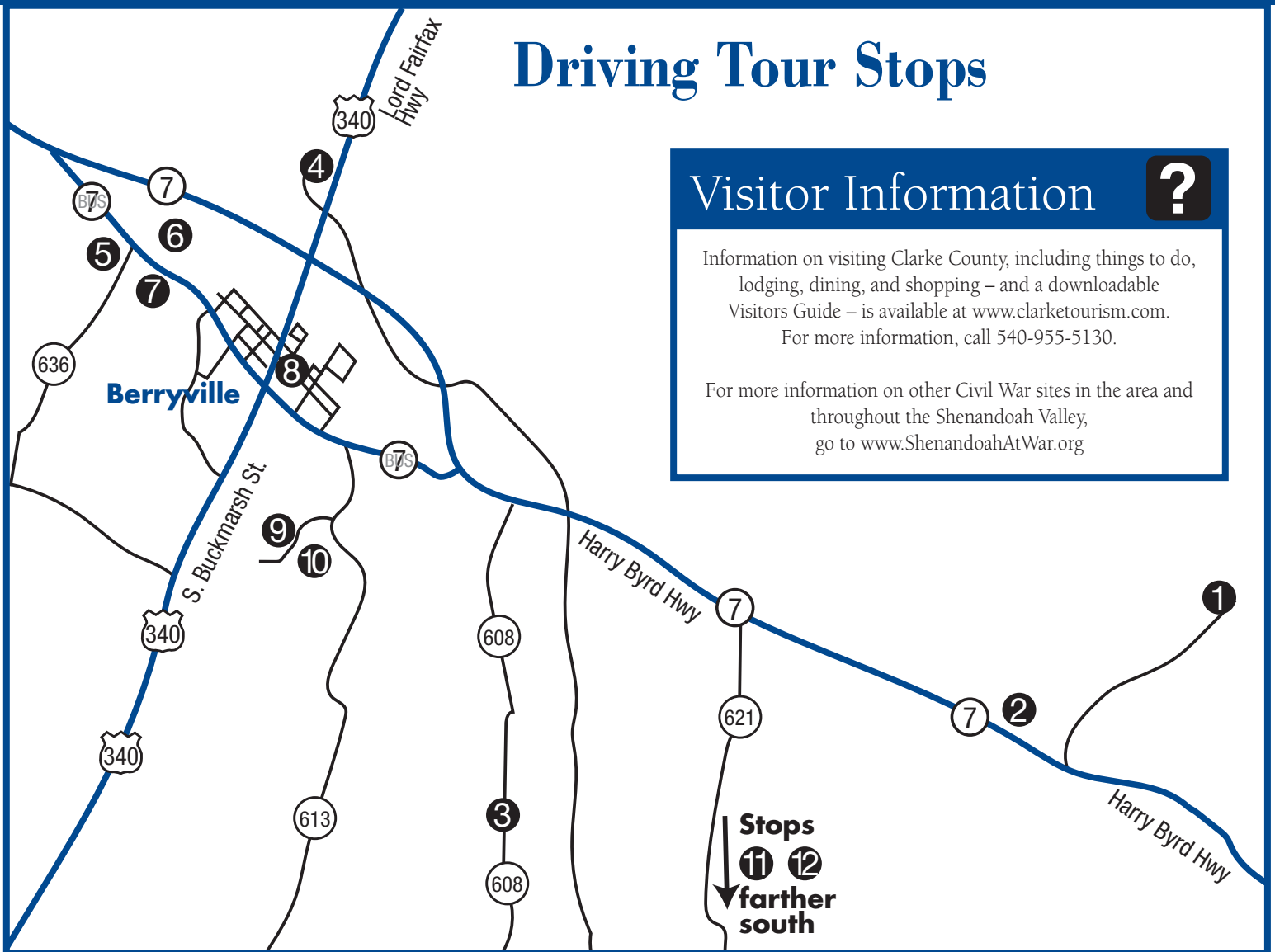
# Driving Tour Stops

## Visitor Information



Information on visiting Clarke County, including things to do, lodging, dining, and shopping – and a downloadable Visitors Guide – is available at [www.clarketourism.com](http://www.clarketourism.com). For more information, call 540-955-5130.

For more information on other Civil War sites in the area and throughout the Shenandoah Valley, go to [www.ShenandoahAtWar.org](http://www.ShenandoahAtWar.org)



*Directions to Stop #5:* Pull back onto US 340, heading south. Continue for 0.4 miles, then turn right to merge onto VA-7, heading west. Continue for 1.6 miles, then turn left onto W. Main Street. Continue for 0.6 miles to the traffic circle. Merge into the traffic circle, then take the first exit onto Route 636. Continue 0.2 miles, then pull into the parking lot of D. G. Cooley Elementary School.

### Stop 5 ~ D. G. Cooley Elementary School (Battle of Berryville)

On September 3, 1864, Union Gen. George Crook's Army of West Virginia (VIII Corps) reached Berryville and camped on a ridge facing west. (The rest of the Federal forces were north of the city.) Confederate forces approached from the west. The battle that followed was a "meeting engagement," rather than a planned fight – both sides had marched towards Berryville with no knowledge of the other's approach. When the Confederates (Gen. R.H. Anderson's [Kershaw's] division) stumbled upon Federal pickets, Confederate Generals Stephen D. Ramseur and Gen. Joseph B. Kershaw launched a surprise attack on Union Col. Joseph Thoburn's troops on the Federal left flank. Confederate Col. William D. Rutherford's South Carolina brigade advanced through the area where you are standing in order to attack the Federal line south of the Berryville Pike. (The Berryville Pike ran where West Main Street does today.) To the southwest (your right), Confederate artillery unlimbered and sent cannon fire plunging into the Federals flank. Farther to the south, Mississippi units maneuvered through the woods to surprise and rout two Union regiments on the Federals' far left. Soon, the entire Federal line began to crumble.

*Directions to Stop #6:* Exit the parking lot, turning left (north) back onto Route 636. Continue 0.2 miles to the traffic circle. Take the second exit out of the traffic circle. Continue north for 0.1 miles, then turn right onto Tom Whitacre Circle. Take Tom Whitacre Circle for 0.2 miles, then pull into the Clarke County High School Parking Lot. Park and walk to the school entryway to get the best view of the battlefield.

### Stop 6 ~ Clarke County High School (Battle of Berryville)

Looking to the south (your right), you can see the ridgeline where the Union left flank was originally deployed until the Confederate attack drove them from the ridgeline. The Confederates also attacked on the part of the battlefield where you're standing. Col. James P. Simms's Georgia brigade smashed into the Federals before they could even complete their deployment, sending them tumbling backwards. In short order, Col. Joseph Thoburn's entire division had been routed and was retreating in confusion. ("It is with mortification that I report the giving way of the command on the left," Thoburn said.) Fortunately for the Federals, reinforcements were on the way.

*Directions to Stop #7:* Return the way you came, taking Tom Whitacre Circle back to Route 636 (Mosby Blvd). Turn left, and continue 0.1 miles to the traffic circle. Take the third exit out of the traffic circle onto W. Main St., heading east. In 0.3 miles, turn right onto Rosemont Manor Lane. In about 0.1 miles, when the road branches, take the right branch, then continue following the white "exit" signs until you come to a long straight stretch of road, heading northeast back towards W. Main St., with woods to your right and a ridgeline to your left. Drive ahead about 100 yards past a big rock on your left, to the last apple tree on the left - pull off either to the left or right. Look up to the crest on your left.

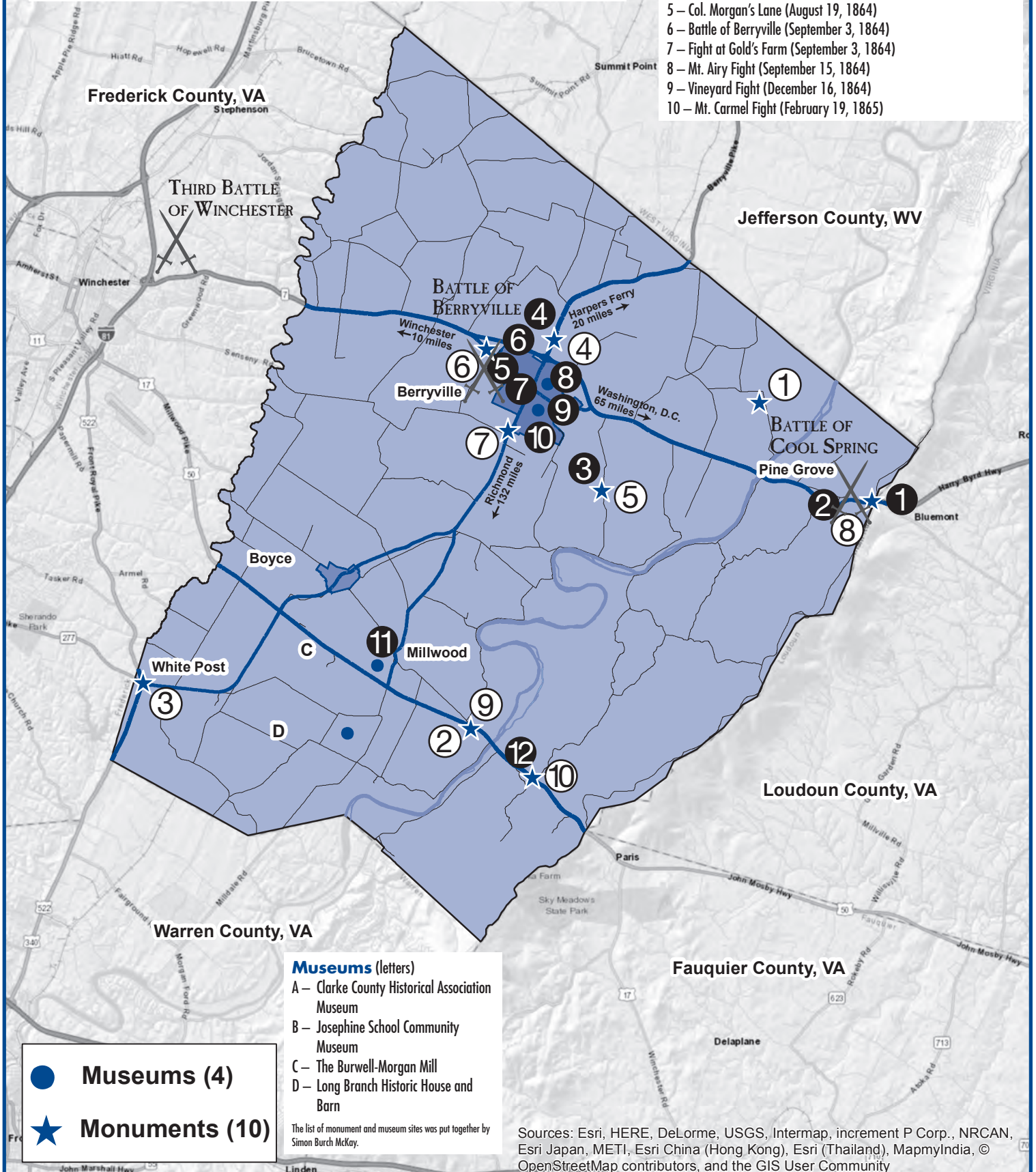
continued

## Berkeley County, WV

This map shows three different groups of sites: (1) The 12 stops on this driving tour; (2) The location of 10 granite monuments erected by Sons of Confederate Veterans in 1914; and 4 museum/public sites that provide interpretation of Clarke County's Civil War era history. Note that some of the driving tour stops are located at monument and museum sites.

**Monuments:** 10 Memorable Engagements in Clarke County during the War Between the States (black numbers on white circles)

- 1 – The Battle of Cool Spring (July 18, 1864)
- 2 – Fight at Berry's Ferry (July 19, 1864)
- 3 – Double Toll Gate (August 11, 1864)
- 4 – Buck Marsh Fight (aka Great Wagon Train Raid) (August 13, 1864)
- 5 – Col. Morgan's Lane (August 19, 1864)
- 6 – Battle of Berryville (September 3, 1864)
- 7 – Fight at Gold's Farm (September 3, 1864)
- 8 – Mt. Airy Fight (September 15, 1864)
- 9 – Vineyard Fight (December 16, 1864)
- 10 – Mt. Carmel Fight (February 19, 1865)



Frederick County, VA  
Stephenson

Jefferson County, WV

THIRD BATTLE OF WINCHESTER

BATTLE OF BERRYVILLE

BATTLE OF COOL SPRING

White Post

Berryville

Loudoun County, VA

Warren County, VA

Fauquier County, VA

**Museums** (letters)

- A – Clarke County Historical Association Museum
- B – Josephine School Community Museum
- C – The Burwell-Morgan Mill
- D – Long Branch Historic House and Barn

The list of monument and museum sites was put together by Simon Burch McKay.

● Museums (4)

★ Monuments (10)

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

# Driving Tour Directions continued

## Stop 7 ~ Rosemont (Battle of Berryville)

The crest above where you're standing is where the initial Federal line, consisting of Col. Joseph Thoburn's division, had been deployed before being routed and sent fleeing to the southeast, past Rosemont. From the moment the Confederate attack began, Union Gen. George Crook had intended to counterattack with his other division under Gen. Isaac Duval – but the quick rout of Thoburn had spoiled those plans. Duval's men could still salvage the day. After allowing Thoburn's retreating force to pass through their lines, Duval's troops deployed behind a stone wall. When the Confederates got within 200 yards, the Federals volleyed and then charged, breaking the rebel attack and sending them retreating back to the heights above you. As darkness fell, the sides traded fire for two more hours, but eventually the fighting petered out. Confederate commander Gen. Jubal Early would reinforce his lines that night, intending to attack again the next day, but a better look at the size of the Union force the next morning compelled him to drop those plans, and the Confederates withdrew west. The battle resulted in a significant delay in Anderson's return to Richmond.

*Directions to Stop #8: Continue back to W. Main Street. Turn right on W. Main Street. Continue for 0.9 miles, then turn left onto N. Church St. Continue north for 100 yards and park in front of the Clarke County Court House.*

## Stop 8 ~ Clarke County Court House/Downtown Berryville

Construction on the old courthouse began in 1837, a year after the formation of Clarke County. In the center of the yard is a lone soldier Civil War Monument erected in 1900 to commemorate the Clarke County 6th Virginia Cavalry Regiment and 2nd Virginia Infantry Regiment. Turn to your left and you'll see Grace Episcopal Church. When Confederate Gen. Robert E. Lee came to Berryville on June 21, 1863, (as he moved north during his Gettysburg Campaign), he stopped to worship at the church. If you walk north on the sidewalk and follow it as it curves to the right, you'll find a marker at the spot where Lee's famous horse, Traveller, was tied while Lee was in the church.

*Directions to Stop #9 (Josephine School Community Museum, 303 Josephine Street, Berryville): Returning the direction you came from, take N. Church Street south for 0.5 miles, then turn left onto Josephine Street. (Note the sign for the Josephine City Historic District.) Continue for 0.3 miles, then turn right onto the drive into the Josephine School Community Museum. In just over 100 yards, park in the spaces to the left, then walk to the museum.*

## Stop 9 ~ Josephine School Community Museum

Josephine City was established by African-Americans in the early 1870s after the Civil War. 24 former slaves and free blacks purchased one-acre lots from Ellen McCormick, owner of Clermont Farm. The street and community were probably named after a former slave at Clermont, Josephine Williams, who purchased two of the lots. Josephine City became an oasis for Clarke County's African-Americans. In 1882, the former slaves and free colored people of the community built the Josephine City School to provide their children with a grade school education. After the integration of public schools, it served students of all races from 1966 until it was closed in 1987. The Josephine School Community Museum was established in 2003, the first museum devoted to the history of Clarke County's African-American community. The museum is open Sundays from 1pm to 3pm and by appointment.

*Directions to Stop #10: There is a trail around the right side of the museum that leads into Milton Valley Cemetery. Take the trail into the cemetery. Turn right and continue to the gravesite of Thomas Laws, located at the base of a tree, and often marked by American flag.*

## Stop 10 ~ Milton Valley Cemetery

Milton Valley Cemetery was established in 1874 on three acres that were once part of the Milton Valley Farm. It was one of several African-American cemeteries in the county. Among those buried here is Thomas Laws. Laws, one of the founders of the cemetery, is famous for having served as a spy for the Federals, smuggling key information to Union Gen. Philip H. Sheridan prior to the Third Battle of Winchester (fought on September 19, 1864). He lived in Josephine City towards the end of his life.

*Directions to Stop #11 (parking lot of Burwell-Morgan Mill, 15 Tannery Lane, Millwood): Take the drive back to Josephine Street and turn left. Continue for 0.3 miles to Church St. and turn left. Continue for 0.3 miles to US-340 South and turn left. Continue for 2.7 miles and turn left onto VA-255 South. Continue for 3.1 miles. Turn left at the stop sign and in approximately 100 yards the parking lot for the mill will be on your right. Park in that lot. Walk approximately 100 yards back up the road (beyond the antique store) to the white building located directly across the road from the Post Office.*

## Stop 11 ~ Clarke House and Tavern/Burwell Morgan Mill

This building (built in 1842), today known as the Jenkins House, was the Clarke House and Tavern during the Civil War. On April 20, 1865 (11 days after Robert E. Lee surrendered at Appomattox), Col. John S. Mosby came to this house to discuss terms of surrender, but the meeting became tense and the Rangers suspected a trap. Mosby rose to his feet and put his hand on his revolver, and for a moment the situation threatened to turn deadly. "Had Mosby given the word," one Ranger said, "not one Yankee officer in the room would have lived a minute." But instead Mosby and his men rode away. Mosby would disband his men the next day.

*Directions to Stop #12: Turn right back onto VA-255 S (which at this point is also State Rte 723). In 0.1 miles, take a slight left to say on State Rte 723. Continue for 2.2 miles, then turn left onto US-17 S/US-50 E. Continue for 1.7 miles (you'll cross the Shenandoah River and start up into the mountains), then turn left onto State Rte 606 (Mount Carmel Road). Park in the small commuter parking area to the right. Walk back US-17-S/US-50 E and walk east on the shoulder of the road for 400 feet until you see the stone marker in the grass, a short distance off the road (and just pass the sign for the campground). The marker commemorates the "Mt. Carmel Fight."*

## Stop 12 ~ Mt. Carmel Fight

On February 19, 1865, Union Maj. Thomas Gibson and more than 200 Federal cavalrymen crossed Ashby's Gap in search of some of Mosby's Rangers. They captured approximately 25 Rangers and as they returned into the Valley back through Ashby's Gap, they were followed by Ranger Maj. Adolphus "Dolly" Richards and a band of recruits. As snow fell and the Union troops were descending the mountain at Mt. Carmel Church, Richards's men attacked their rear. Using pistols, they were able to defeat the Federals in close combat. Thirteen Federals were killed, 63 wounded and 90 horses taken, at the cost of only one Ranger killed and one wounded. Col. Mosby himself, who was not present, would later call the action "the most brilliant thing our men ever did."

*This concludes your tour. For information on other Civil War sites in the area, visit or contact the "Visitor Information" resources listed in the box on this page, or go to [www.ShenandoahAtWar.org](http://www.ShenandoahAtWar.org).*

## Further Reading

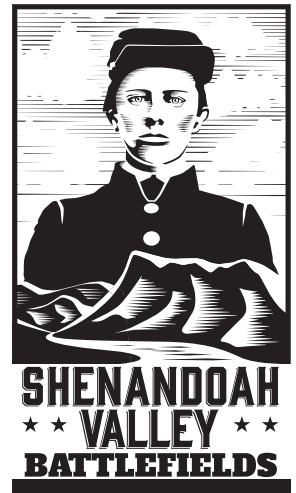
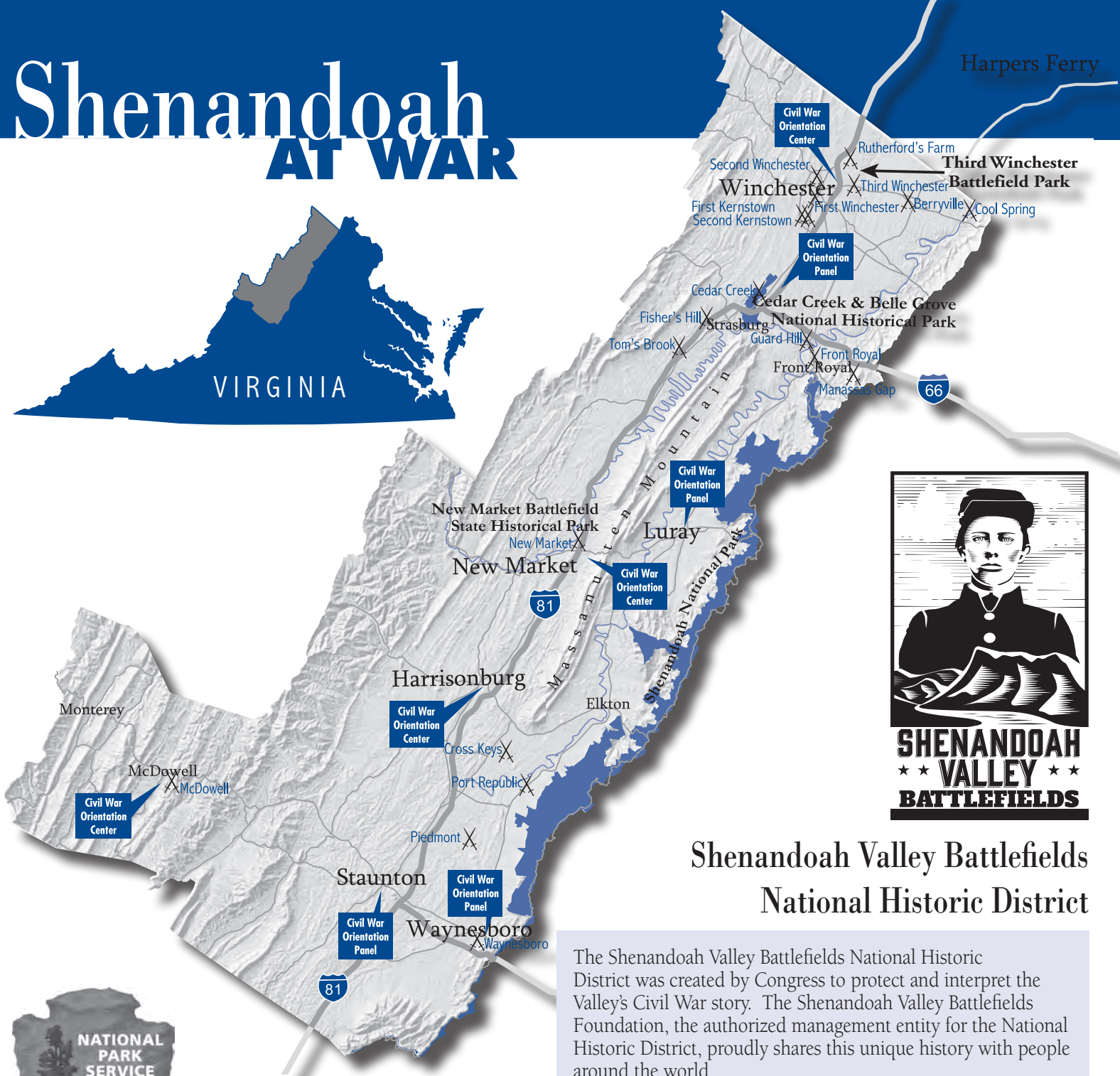
For more about the military actions included in the tour, see *Shenandoah Summer* and *The Last Battle of Winchester* by Scott C. Patchan, and *Mosby's Rangers* by Jeffrey D. Wert

# Shenandoah AT WAR

Harpers Ferry



VIRGINIA



## Shenandoah Valley Battlefields National Historic District

The Shenandoah Valley Battlefields National Historic District was created by Congress to protect and interpret the Valley's Civil War story. The Shenandoah Valley Battlefields Foundation, the authorized management entity for the National Historic District, proudly shares this unique history with people around the world.

The National Historic District lies in northwest Virginia, within an easy drive of Richmond, Tidewater, and the DC metropolitan area.

Interstate 81 runs the length of the District, linking with I-66 in the north and I-64 in the south. From the east and west, the District is also served by US Routes 250 (Staunton), 33 (Harrisonburg), 55 (Strasburg), 50 and 7 (both in Winchester).



National Park Service  
U.S. Department of the Interior



[www.CivilWarTrails.org](http://www.CivilWarTrails.org)



Rotary Club of  
Clarke County



[www.VirginiaCivilWar.org](http://www.VirginiaCivilWar.org)

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