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11, 2014, while on my way to a meeting in Richmond, I noticed a pile of logs at a construction site along Rt. 123 (Chain Bridge Road) south of the intersection of Braddock Road. A contractor was engaged in installing a new drainage culvert in front of University Mall. I suspected that the contractor had uncovered a portion of what may have been a section of Civil War era corduroy road which once existed between Fairfax Court House and Fairfax Station.

As I did not have time to stop and investigate further, I contacted fellow HFCI board member, Lee Hubbard, a former forensic photographer with the Fairfax County Police, and Dr. Chris Martin, Director of Historic Resources for the City of Fairfax. Lee, who had also seen

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The Corduroy Road

from

Fairfax Court House to Fairfax Station

By William Page Johnson, II



During the Civil War roads in Virginia became notorious for turning into quagmires after heavy rainfall and from heavy use. Roads quickly became impassable. The following graphic account illustrated the problem:

'...a mule-driver, remembers of seeing a mule-team which had run off the road into a mire of quicksand. The wagon had settled down till its body rested in the mire, but nothing of the team was visible save the ear-tips of the off pole mule.'^{1, 2}

To help make roads passable for the horses, artillery, wagons, and infantry of both armies, soldiers were often ordered to *corduroy* them. *Corduroying* was the practice of laying small logs side-by-side, covered with a thin layer of earth or sand, across and perpendicular to the existing road. The effect resembled the ribbed fabric of the same name. The result was a significant improvement to the roads, particularly in bad weather. Although, in a carriage it was a bumpy ride and hazardous to horses due to loose and shifting logs.

Early on the morning of March



Excavated logs comprising a remnant of old corduroy road along Rt.123 south of Braddock Road. Photo credit: Lee Hubbard

Fairfax, Virginia - May 2014

Greetings from the President -

HFCI is certainly having a lively, productive, and interesting run!

Our annual membership meeting speaker, LTCOL Ron Darling, gave a fascinating presentation about his personal experience of 9/11 assisting the security at the White House during the first twenty-four hours following the terrorist attack.

We are moving forward with vigor to implement our new Strategic Plan initiatives. We are giving new Power Point outreach presentations to civic groups and community associations promoting HFCI's support of historic properties. Al Leightley heads this important project.

Fairfax historic walking tours continue on Saturdays at 11 am through September 13. They begin at the Ratcliffe-Allison House. A recent addition to the tour is admission to the historic Fairfax Court House and Archives. Jenee Linder has done a terrific job organizing a group of volunteers to conduct the tours for HFCI. The first of our new tours was a great success attracting over forty people – one of our largest groups ever!

A new series of oral histories is being conducted. Our goal is to have these new videography histories ready to present by our 2015 membership meeting.

We were successful in our presentation to City Council to provide funding for new lighting at the street entrance to the Blenheim Interpretive Center which will markedly improve visibility and safety for cars entering the property. Thank you Mayor and Council!

Finally, please save the date for HFCI's next Taste of the Vine event, Friday, September 26, 2014. This is our major fundraiser to provide for the stabilization and preservation of our city's historic properties. Please plan to attend and bring your friends or make a contribution to support HFCI.

Have a wonderful Summer!

Sandra Wilbur

Welcome New Members!

The President & Board of Directors of HFCI extends a hearty welcome to all new HFCI members.

Jacobo Flores
John and Sheila Frey
Richard Hart

Dr. David Holmes
Floyd Houston
Colin McKenzie

At the Fairfax Museum and Historic Blenheim...

Special Exhibit

April 8 - June 28.

“The Civil war Seen through the Eyes of German American Caricaturists Thomas Nast and Adalbert Volck”

German-American soldiers played a critical role in the outcome of the Civil War. Equally important was the work of two German-American caricaturists, who influenced public opinion and the way the conflict has come to be viewed and mythologized. This exhibition features the work of Thomas Nast, illustrator of Harper's Weekly, and Adalbert Volck, Southern sympathizer, caricaturist and spy for the Confederacy.

Fairfax Museum and Visitor Center “Second Sunday” Programs

Programs are held at **2 p.m.** on the second Sunday of each month. Unless otherwise noted, programs are held at the Fairfax Museum and Visitor Center, 10209 Main Street. Free (unless noted). Check back to find out about additional programs planned throughout the year. Information: **703-385-8414.**

Sunday, June 8 – 2 p.m.

“World War II: D-Day through the Battle of the Bulge”

This special program will mark the 70th Anniversary of the successful invasion by the United States and allied forces of Nazi-occupied France on June 6, 1944, local historian, author, and filmmaker Jim Lewis will give an illustrated presentation incorporating a “Now & Then” theme weaving in several World War II movie classics and television programs. This is a joint program with Historic Blenheim and will be held at The Civil War Interpretive Center at Historic Blenheim, 3610 Old Lee Highway. For information call 703-385-8414 or 703-591-0560. FREE.

Sunday, July 13 – 2 p.m.

“Costumes and Textiles from 1812”

Costume historian Ann Buerman Wass, Ph.D. will present an illustrated history of clothing from the period of the War of 1812. Wass is the author of *Clothing Through American History: The Federal Era Through Antebellum, 1786 – 1860*.

Sunday, August 10 – 2 p.m.

“The Battle of the White House on Belvoir Neck in 1814”

Join historian and archaeologist Patrick O’Neill for an illustrated talk on a battle in August 1814 between American and British naval forces on the Potomac River near George Washington’s Mount Vernon.

Sunday, September 14 – 2 p.m.

“Woodward and Lothrop: A Store Worthy of the Nation’s Capital”

Talk and book signing by Michael J. Lisicky, who has chronicled the story of “Woodies,” the department store that opened in Washington, D.C. in 1887 and operated until 1995.

Sunday, October 12 – 2 p.m.

“Taking Tea: Teatime Across the Centuries”

Learn about the history of the tea drink and the tradition of taking tea as an afternoon snack or evening meal. Tastings of hot tea, scones, teacakes, and shortbread will follow the presentation. Fee: \$8/person. Program limited

to 25 attendees. For reservations and to arrange payment, call: 703-385-8415.

Historic Blenheim Civil War Interpretive Center Program Series

Programs are free and held at the Civil War Interpretive Center at Historic Blenheim, 3610 Old Lee Highway (unless otherwise noted). Check back to find out about additional programs planned throughout the year. Information: 703-591-0560. HOURS BEGINNING JAN. 2014: 10am to 3pm, Tuesday through Saturday. 1 p.m. guided tour of historic house and site. FREE

Saturday, June 28 – 2 p.m.

“Adalbert Volck and Thomas Nast: German-American Caricaturists”

Myra Hillburg will present the lives of caricaturists Adalbert Volck and Thomas Nast, based on the accompanying exhibition, “The Civil War Seen through the Eyes of German-American Caricaturists Thomas Nast and Adalbert Volck”

Friday, July 4th

HISTORIC BLENHEIM WILL BE CLOSED ON JULY 4, BUT THE FAIRFAX MUSEUM AND VISITOR CENTER WILL BE OPEN UNTIL 4PM.

Come by after the parade for cake and lemonade on the front lawn!

Saturday, July 26 – 2 p.m.

“Hell is being Republican in Virginia: The Post-War Relationship between John Singleton Mosby and Ulysses S. Grant”

David Goetz, owner and guide for Mosby’s Confederacy Tours, will relate the powerful and mutually beneficial relationship that formed between former enemies Mosby and then President Grant after the Civil War ended. Book sales and signings will follow the talk.

Saturday, August 23 – 2 p.m.

“Civil War Balloon Corps”

Balloons were used for surveillance and reconnaissance by the Union Army from 1861 through 1863 and by



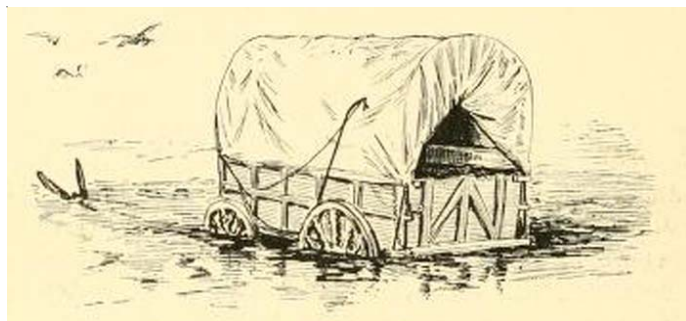


Illustration of a Civil War army wagon and mule lost in a quagmire.
Source: *Hardluck & Coffee*, © 1887.

the logs piled up, went out took several photographs. The following day, with the permission of the contractor, approximately forty of these logs were salvaged by Chris Martin, my brother, Corey Johnson, and a friend, John Mulvey. The logs were transported to the Civil War Interpretive Center at the Blenheim estate in the City of Fairfax for possible future historic preservation and interpretation.

It is interesting to note that during the Civil War this area of Fairfax was known as *Farr's Cross Roads*. Tradition holds that the home of Margaret Willcoxon Farr, a widow, stood on the southwest side of the intersection, and nearly opposite of the present excavation site. The home was burned by Union troops after being fired upon by her son, Richard Ratcliffe Farr. After the war, Margaret Farr's house was reconstructed on the northeast corner of Rt. 237 (Old Lee Highway) and Main Street in Fairfax Court House (now the City of Fairfax) using materials salvaged from the original home. Margaret Farr's home



Location of the corduroy roadbed along Rt. 123, south of Farr's Cross Roads, Fairfax, VA.
Photo credit: Chris Martin

was moved again farther north along Old Lee Highway in the 1920's to make way for a new gas station. The home, now known as Granma's Cottage, was moved a final time to its present location on the Blenheim Estate in 2003 to make way for the Farrcroft development.

By the mid-19th century corduroy roads were in use all over the world, as they had been since Roman times. Although, at least one example, dating to 4,000 BC, has been found in Glastonbury, England. Corduroy roads were also heavily utilized by the contending armies on the Western Front during World War I and by German and Soviet forces on the Eastern Front during World War II.



Excavation of a corduroy road from the 16th century in Oranienburg, Germany.
Source: Wikipedia

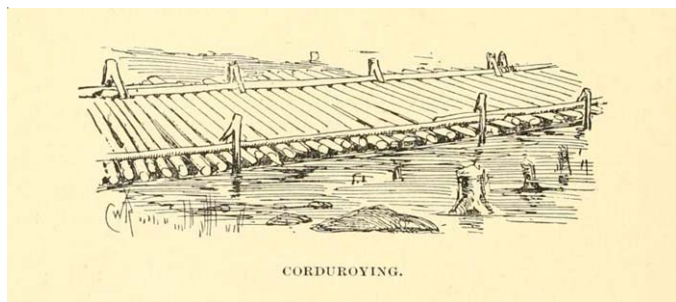
In America, the most extensive use of corduroy roads occurred during the Civil War, although corduroy roads were also heavily used by the logging industry in the Pacific Northwest. In the 1860's, the term *skid road* came into popular use, referring to the roads timber workers constructed to drag, or skid, logs out of the forest. Two of these roads terminated in the mill towns of Seattle and Vancouver. Along these roads, on the outskirts of Seattle and Vancouver, sprang up a motley concentration of bars, brothels, and the shabby homes of the timber workers. The term *skid row*, which now refers to any seedy, poor, dilapidated, urban area, is thought to be a corruption of the earlier *skid road*. Likewise, the phrase *hit the skids*, meaning to decline, to go downhill (figuratively), or decrease in value, or status, also dates from this time.

It is probable that a portion of corduroy road from Fairfax Court House to Fairfax Station was constructed well before the Civil War. The Orange and Alexandria Railroad to Fairfax Station was completed in 1854, and no doubt, intensified the use of the road between the two locations.

About this same time Civil Engineer, William M. Gillespie published *A Manual of the Principles and Practices of Road-Making*. In this book he gives extensive coverage of why, how, and when to build corduroy and plank roads, which were similar, but used hewn, or sawn, boards instead of logs.

*"When a road passes over soft swampy ground, always kept moist by springs, which cannot be drained without too much expense, and which is surrounded by a forest, it may be cheaply and rapidly made passable, by felling a sufficient number of young trees, as straight and uniform as possible, and laying them side by side across the road at right angles to its length. This arrangement is well known under the name of a corduroy road.... Though if successive hills and hollows offer great resistance to draught, and are very unpleasant to persons riding over it, it is nevertheless a very valuable suitable for a swamp, which in its natural state would at times be utterly impassable."*³

Corduroy roads were easier and faster to construct than plank roads. While construction techniques were similar, plank roads resulted in a smoother and safer road surface. Corduroy roads were not only uncomfortable



CORDUROYING.

Illustration of a completed corduroy road.
Source: *Hardtack & Coffee*, © 1887.



Union soldiers constructing a corduroy road and bridge across the Chickahominy River, near Richmond, VA, 1862.

Photo source: Library of Congress

they presented a real hazard. A correspondent for the *New York Tribune* describes the dangerous condition of a portion of the road from Centreville to Manassas in March 1862:

*"The wagon road to Manassas has been put in good condition by the plentiful use of planks and logs; through the first piece of woods after leaving Centreville is a piece of 'courduroy' road which is in terrible condition; the bodies of half a dozen horses who had broken their legs, were scattered along the side"*⁴

The Civil War further taxed the road from Fairfax Court House to Fairfax Station with armies of both sides utilizing it to their own strategic advantage. Almost from the beginning of the war there were haphazard efforts at improving this road.

The first known mention of corduroying the road between Fairfax Court House and Fairfax Station occurred in the fall of 1862, when the 136th New York Infantry was ordered to build a corduroy road between the two locations. In November 1862, Pvt. Israel P. Spencer wrote home to his father:

"November 27, 1862

Dear Father,





Excavated logs from the corduroy road awaiting recovery.
Photo credit: Chris Martin

As I have time will let you know how I am and where we are. We are located on the road to Fairfax Station and are encamped for a few days. We are at work on the road today. I have been chopping and there are eight others from my company at work. We work eight hours a day and will keep at it until we make three miles of road.”⁵

Pvt. Spencer later recounted the miserable experience of being transported to a hospital in a ambulance wagon over a corduroy road, after having been wounded:

“The next day the army moved forward again and I was put in a wagon with a lot more. This was called the ambulance train. There were two in a wagon. I was in and one with a leg off and one with an arm gone and when the mules went on a trot over the corduroy road the language some of those boys used would shook a preacher.”⁶

Alonzo H. Quint, Chaplin of the 2nd Massachusetts Infantry wrote in his memoir of marching south from Fairfax Court House in December 1862. His reiment was moving in support of the Union army at the Battle of Fredericksburg:

“Fairfax Station, Va., December 15,

1862...Sunday morning we overtook the bulk of the corps, which had a day’s start of us, and we entered Fairfax Court House in the afternoon. ...Fairfax is in a terribly injured condition. Roads cut up. Ditches everywhere. We left it over a most horrible corduroy road, for Fairfax Station, five miles away. That road I traversed, with sick, last summer, when it was a smooth, well-fenced, pretty road. Now it is a corduroy, fences gone, woods cut down. Only one fence remains – that around a graveyard, which stands entire, though large armies have camped all around and passed on.

...But such a road! Mud, ruts, corduroy, holes, — such a mixture was never known to me before. A mile and a half an hour was handsome progress.

...Mud, Mud, Mud!”⁷

On the retreat from Fredericksburg, Lt. Russell M. Tuttle, of the 107th New York Infantry, also noted the condition of the road in a letter written from Fairfax Station:

“December 17: Fairfax Station

You will see that we have retreated after going almost to Dumfries. We turned and came right back to this place over one of the muddiest, crookedest, deepest, steepest, meanest roads I ever saw.”⁸

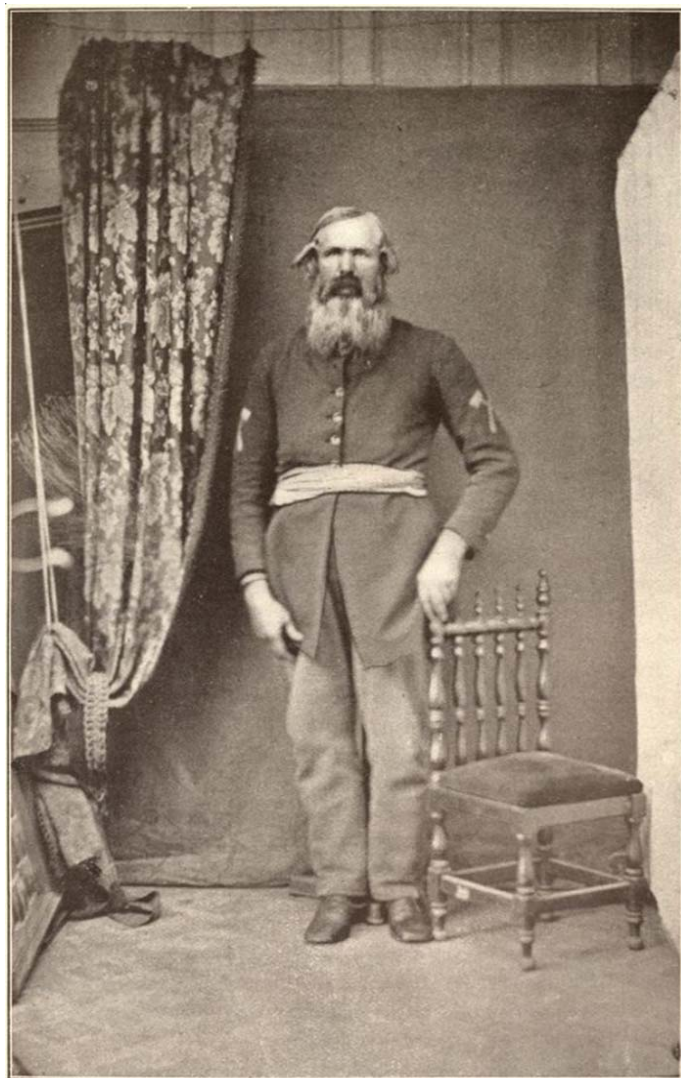
The 107th Pennsylvania Volunteer Infantry was apparently engaged in corduroying the road as evidenced by the pension application of Pvt. Benjamin G. Raihl, of Lancaster, PA, in which he indicates he was “severely injured, and still suffers from having my elbow joint knocked out of place while building corduroy roads near Fairfax C. H.”⁹

When the 2nd Vermont Brigade arrived at Fairfax Court House on December 12, 1862, they too noted the poor condition of the corduroy roads. A soldier from the 1st Rhode Island Light Artillery, Battery H, wrote a letter home in January 1863 describing the march from Bailey’s

Cross Roads to Fairfax Court House, which was published in the *Providence Evening Press*:

"Morning found every man at his post, and we were off, it still raining and the roads in such terrible condition that we did not reach Fairfax Court House until 4 o'clock.

We made comfortable quarters here, picketing our horses in a church, and finding plenty of 'war truck'¹⁰ houses, of which one part served to keep the other warm.



George Washington "Wash" Watson, of Snow Shoe, Centre Co., PA was a Pvt. in Co. F, 148th PA Inf., Pioneer Corps. He was a Lumberman and was 57 years old when he enlisted in 1862. *"Over six feet tall, stout and strong,"* he helped construct the corduroy road along Rt. 123. Source: *The Story of Our Regiment: A History of the 148th Pennsylvania Volunteers*, © 1904.

Gen. Stoughton, whose brigade we were assigned to, was about moving his headquarters to the station, so in the morning we were ordered to the spot we now occupy, which is a very good location about a half a mile from the depot.

*The cars run twice a day from Alexandria to four miles below us, which is as far as our forces use the railroad. Coming from the Court House here, four miles, we came over a corduroy road with mud on the logs two to ten feet deep."*¹¹

On January 20, 1863, General Edwin Stoughton ordered the bulk of his brigade to new quarters above Wolf Run Shoals on the Occoquan River. As a result, the brigade embarked on a monumental effort to rebuild the corduroy road from Fairfax Station to their new camp:

"January 29, 1863

*Each day a hundred and fifty are detailed to build corduroy roads. These are divided into squads, strung along, and then work busily till they meet. We cover the old road with trees from four to ten inches in diameter, mostly pine; but if there are any chestnuts nearby, we take these, being soft to cut and fissile. Some cut them down; some carry them on their shoulders, and others place them side by side. By the 5th of February, two-thirds of the eight miles from the Station to camp, is corduroy road."*¹²

*"Today and yesterday, large fatigue parties have been at work and have cut and laid a new corduroy road half way to Fairfax Station."*¹³

The 148th Pennsylvania Infantry, on the march to Gettysburg, Pennsylvania, arrived at Fairfax Court House from the south on June 17, 1863. They found the roads in such poor condition that on the morning of June 18th:

"...the pioneers of the entire Division, about one hundred and thirty men, turned

out and worked all day. We corduroyed a long stretch of road toward Fairfax Station, on the Orange and Alexandria Railroad for the passage of artillery and wagon trains. A corduroy road is the roughest road imaginable.”¹⁴

In constructing the new corduroy roads, old roadbeds were simply abandoned rather than repaired. New roads were built parallel to the original. As a consequence, over time the roadbed meandered. The 148th Pennsylvania apparently followed this practice when they were engaged in rebuilding the road from Fairfax Court House to Fairfax Station.

Just two weeks later, on June 27, 1863, Capt. George A. Dagwell of the 11th New York Cavalry was involved in a running battle down the corduroy road from Fairfax Court House to Fairfax Station. He noted the existence of these two parallel roads:

“Of the corduroy road I must say a word. It was made by Gen. Siegel in ’61 and ’62 during the muddy season, and extended from Fairfax Court House to Fairfax Station; and from its long disuse it was in a very dilapidated condition on the 27th day of June 1863. Some of the logs were gone, three or four were in their places, next there were as many more sunk into the earth 12 or 14 inches, some of them broken into two parts and their ends standing at an angle of 45 degrees, making it one of the most undesirable race courses I ever undertook to catch Johnny Rebs on. ; and then to make it more aggravating, there was a fine dirt road on the left of the corduroy road, about twelve inches higher in grade. Yet at the breakneck speed we were going we could not get our horses off the corduroy road and on to the pike without stopping, and that we (Lieut. Holmes and myself) would not do, because we were closing in very fast on three of the Johnnies that were on the “cords” with us.”¹⁵

On October 9, 1902, forty-one veterans of the 13th Vermont Infantry made a pilgrimage back to Fairfax Court House and their old campsite at Wolf Run Shoals. Pvt. Henry B. Meigs recorded this remembrance:

“While en-route from Fairfax Court House to our old camp at Wolf Run Shoals, evidences of our handiwork were apparent all along the road way. The very logs were there that we cut and place in corduroy and we drove over them as we were wont to drive and march in days so long ago. This was remarkable to all, but from the natives we verified the facts that they were the same logs that we laid, only here and there they had been replaced as time had decayed them in places....

...You will all remember the corduroy road we built and perhaps some of you have ridden over it in an army wagon. The ride down hill with the mules on a run, the mud flying up between the logs twenty feet high and the wagon wheels only hitting every third log is an experience that one does not forget in forty years.”¹⁶

Almost ten years later, on the 50th anniversary of the Battle of First Manassas, July 20, 1911, President William Howard Taft traveled to the Manassas battlefield by automobile. Their ordeal was chronicled in a contemporary newspaper:

“Party Proceeds – The president insisted on taking the senators and the solicitor general along with his party, and after the relief car had arrived from Washington for the stranded members the entire party set out again for Bull Run battlefield. Intermittently the torrents of rain continued. The going grew worse and worse. Each hill was higher and the corduroy roads, which have scarcely been touched since the troops fled over them to Washington 50 years ago today, sent the automobile bumping up into the air with

the president and senators holding on to their seats with grim determination.”¹⁷

Although the exact age of the remnant of corduroy road recently discovered is still yet to be determined, the fact that it still exists so long after it was laid is remarkable. Its survival is likely due to the fact that the logs were buried deep in a thick layer of clay. The anaerobic environment, devoid of oxygen and bacteria, dramatically slowed the process of decay.

While salvaging the logs, the contractor gave Dr. Martin a horseshoe, which was found wedged between two of the logs during the excavation. This artifact may also provide an additional clue as to the age of the road.

A final determination as to the age of the road will be made after additional testing is done on the species of trees recovered. If some or all of the logs are of American Chestnut, then that will tend to support an early date of construction.¹⁸ Also, *dendrochronology*, which is the scientific method of dating based on comparative analysis of patterns of individual tree growth rings, may be employed to determine the exact age of the logs and thus the road.

Endnotes:

- ¹ Billings, John D., *Hardtack & Coffee*, © 1887, George E. Smith & Co., Boston, MA.
- ² In a four, or six mule team, the lead animal was harnessed to the tongue by straps and a cross *pole* across their breast to keep the animals pulling straight and to help in braking. Thus, the “*off pole*



Logs salvaged from a portion of a corduroy road on Rt. 123 await further testing & preservation. Photo credit: Chris Martin



Horseshoe recovered with corduroy road logs. Photo credit: Chris Martin

- mule*” in a four, or six-mule team was the animal nearest the wagon, or *off the pole*.
- ³ Gillespie, William Mitchell, *A Manual of the Principles and Practice of Road-Making*, © 1845, A.S. Barnes & Co., NY, NY.
- ⁴ *Kalamazoo Gazette*, March 21, 1862, p. 2, c. 7.
- ⁵ Letter of Israel P. Spencer to his father, November 27, 1862, in possession of George R. Spencer, Olean, NY.
- ⁶ Unpublished Memoir of Israel P. Spencer, Co. A, 136th New York Infantry, c. 1910, in possession of George R. Spencer, Olean, NY.
- ⁷ Quint, Alonzo H., *The Potomac and the Rapidan*, p. 252, © 1864, Crosby and Nichols, Boston, MA.
- ⁸ Tuttle, Russell M., *The Civil War Journal of Lt. Russell M. Tuttle*, 107th New York Volunteer Infantry, © 2006, Jefferson, N.C. McFarland & Co.
- ⁹ Hardesty, H. H., *Two Hundred Years. 1669-1865: The Military History of Ohio...*, p. 310, © 1886, Hardesty, H. H., Publisher, New York, NY.
- ¹⁰ “*Truck*” was slang for garden produce in tended for market. Later, it came to mean any quantity of “stuff.”
- ¹¹ *Providence Evening Press*, February 5, 1863, p. 2, c. 2.
- ¹² Palmer, Edwin F., *The Second Brigade or Camp Life By a Volunteer*, © 1864, Waitsfield, VT.
- ¹³ An anonymous soldier “W” with the 12th Vermont Infantry in a letter to “G,” Ward, Eric, ed., *Army Life in Virginia: The Letters of George G. Benedict*, p. 132, © 2002, Stackpole Books, Mechanicsburg, PA.
- ¹⁴ Muffly, Joseph Wendel, *The Story of Our Regiment: A History of the 148th Pennsylvania Volunteers*, p. 456, © 1904, The Kenyon Printing & Mfg. Co., Des Moines, IA.
- ¹⁵ Smith, Thomas W., *The Story of a Cavalry Regiment: Scott’s 900 Eleventh New York Cavalry, The Fairfax Fight*, by Capt. George A. Dagwell, p. 78, © 1897, Published by the Veteran Association of the Regiment, Chicago, IL.
- ¹⁶ Meigs, Henry B., *A Day in Virginia*, p. 27 & 43, © 1903, The Thompson Printing Co., Burlington, VT.
- ¹⁷ *Xenia Daily Gazette*, July 22, 1911, p. 1. C. 1.
- ¹⁸ A fungus accidentally introduced to North America c. 1900 wiped out all the American Chestnut trees in Virginia shortly thereafter.

Fairfax Court House News of 150 Years Ago

FROM ALEXANDRIA AND VICINITY, SUFFERING WITHIN THE LINES OF THE ENEMY.

From a gentleman, who has been in a position to state from actual observation, says the Staunton "Vindicator" of Friday, the most distressing accounts of the Yankee rule in and about the cities of Washington and Alexandria, and more especially in the counties of Alexandria and Fairfax. It would be well for those who are complaining of suffering and hardship in the Confederacy, to ponder on the fate of those of our friends and sympathisers, who, from choice or necessity, are still within the lines of the enemy. After a stay of two weeks, the narrator says, it is impossible to adequately describe the misery to which the people are subjected, and that bread and water in the South and the liberty we enjoy, are infinitely preferable to a life in that desolated and oppressed region, under the most favorable of circumstances.

Yankee spies and informers are constantly watching and dogging all who are in any way suspected of sympathising with our cause, and any pretext is sufficient to ensure a commitment to the Old Capitol. Guards are posted thickly on all the roads leading in any direction through the country, and passes are required to visit a neighbor. A provost marshal's office is established at Drummond's Cross Roads, near Washington City, on the road leading to Fairfax county, and on every pass granted by him is endorsed the object of the visit. Thus, if groceries are required, the articles and quantity are endorsed on the pass, and if, in any case, the privilege is abused by bringing out more than the prescribed quantity, which is always small, the whole is seized and confiscated.

But few houses in the above counties are standing, most of them having been burnt by the enemy, or pulled down and used for fuel, building huts, &c. In travelling for miles, our informant, though a native of the section and entirely familiar from boyhood with every hill and valley, found himself in constant danger of going astray so effectually is the face of the country changed. The woods are, in many parts, entirely gone, not altogether from being used by the armies, but by being cut and hauled away to market by any one who could get the chance to steal it. Scarcely a farm of the few that are still

occupied by the original citizens has more than a garden fence remaining. The people who are so unfortunate as to be there, eke out a precarious subsistence, subject to the terror of being still more despoiled by their rulers.

None but the most miserable horses can be kept by the citizens, as any others are quickly seized and carried off. A disease of some sort was prevailing among the horses and mules in Washington, and as many as forty are daily driven out and slaughtered, to prevent contagion. Washington is represented as being exceedingly crowded, and a den of prostitution and crime. Our people in all that region, although so oppressed, are firm in their faith, and confident of the final success of the cause of the South.

Richmond Enquirer, April 4, 1864, p. 1.

MOSEBY SENDS A MESSAGE TO PRESIDENT LINCOLN AND GOVERNOR PIERPONT.

About ten days ago a lady, a resident of Fairfax county, whose husband is a refugee, visited the upper part of the county to carry off some stores belonging to her, and while there the rebel guerrilla Colonel Moseby rode up, and after some preliminary conversation as to her business, and without any attempt to molest her, asked her for a pair of scissors, and cutting off a lock of his hair handed it to her and told her to present it to President Lincoln, and also to tell the President that he (Moseby) would be down shortly to make his personal acquaintance. He further requested her to go to Alexandria and see Gov. Pierpont, and say to the Governor that he (Moseby) was obliged to him for liberating the negroes of Virginia, and that he (M.) had been working for that same object for a number of years. Moseby requested Pierpont to be informed also that he would visit him in the course of two or three weeks, but he did not know how agreeable the visit might prove.

Evening Star, April 29, 1864, p. 1.

LINCOLN'S TAX COLLECTOR.

About the 25th of June bogus Governor Pierpont's tax collector made his appearance at Centreville, Fairfax county, with a body guard of fifty Yankee cavalry. On the same day he was attacked by Mosby's men; and himself and all of his guard but four or five killed or captured. The Lynchburg papers announce the arrival there of thirty-eight of the prisoners.

Richmond Examiner, July 4, 1864, p. 2.

It is said that considerable distress prevails among the citizens of the adjoining counties of Prince William and Fairfax, on account of a scarcity of supplies for family use, and that a number of them had come into town to make application for permission to carry out provisions.

Alexandria Gazette, July 29, 1864, p. 2.

GUERRILLA ATTACK REPULSED AT ACCOTINK.

At sunrise this morning, about fifty-six men of the Home Guard, stationed near Accotink, Fairfax county, Va., were attacked by one hundred men of Kincheloe's guerrillas. The guerrillas were speedily driven off, however, with a loss of one killed. The Home Guard also lost one killed. The rebels, after being repulsed, went in the direction of Springfield Station, and cavalry have been sent to look after them.

Evening Star, July 15, 1864, p. 2.

SENTENCE OF GUERRILLAS.

The Military Commission, of which Major General Doubleday is president, now in session in this city, has tried Phillip Trammell, a citizen of Fairfax county, Va., upon the charge of violating the laws of war, in carrying on a guerrilla warfare, and sentenced him to be shot to death with musketry at such time and place as the Secretary of War may direct.

Jack Barnes, a native of Virginia, was also tried for breaking his oath of allegiance to the United States, for violating his parole, and for carrying on a guerrilla warfare. The prisoner was found guilty and sentenced to be hung, but the sentences of both Trammell and Barnes have been commuted to imprisonment in the Albany penitentiary for a term of ten years.

George Barrett, a citizen of Prince George's county, Md., was tried by the commission for aiding soldiers to desert, and sentenced to pay a fine of \$250, and be imprisoned for the term of one year in the Albany penitentiary.

All three of the prisoners are now confined in the Old Capitol, and preparations are being made to execute the sentences.

Evening Star, July 26, 1864, p. 2.

Confederate Army in 1862. Join Kevin Knapp as he shares oral and living history as the Union Army's chief aeronaut, Thaddeus Lowe, and discusses the technological innovations that were at the birth of U.S. military aviation.

Saturday, September 20 – Noon - 4:00 p.m.

"The War of 1812 in Fairfax"

In commemoration of the 200th anniversary of local Fairfax citizens' military role with the Virginia Militias in 1814, Historic Blenheim will host a living history encampment of the 60th Virginia Militia, portrayals of local landowners, a blacksmith; talks by historian Stuart Butler, author and reporter Steve Vogel, and period music by musician/musicologist David Hildebrand.

Saturday, October 25 – 2 p.m.

"The Little Women of Virginia: The Adventures of a Navy Widow and her Daughters during the Civil War"

In the vein of Louisa May Alcott's, *Little Women*, Jennie Forrest Richardson wrote a loving tribute about the ordeal of her penniless and widowed mother, Anna Henderson Forrest, and her five sisters during the Civil War. Adele Air will relate how the family survived while living in several states and Washington, D.C.

Walking Tour

11 am Guided walking tour (approx. 90 min.) of Old Town Fairfax with stops at the Fairfax County Courthouse, several antebellum homes with a Civil War history, and the City of Fairfax Cemetery (formerly Fairfax Confederate Cemetery).

Location: Meet at Fairfax Museum and Visitors center, 10209 Main Street, Fairfax 703-385-8414. Wear comfortable shoes and bring water.

Charles H. Owen of this city, has gone to Fairfax Court House to commence his duties as aid to Gen. Robert Tyler.

Connecticut Courant April 2, 1864, p. 1.

"Preserving the Past. Protecting the Future."

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