

**SOME OLD HISTORIC LANDMARKS OF  
VIRGINIA AND MARYLAND, DESCRIBED  
IN A HAND-BOOK FOR THE  
TOURIST OVER THE WASHINGTON,  
ALEXANDRIA AND MOUNT VERNON  
ELECTRIC RAILWAY; PP. 10-124**

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Some Old Historic Landmarks of Virginia and Maryland, Described in a Hand-Book for the Tourist over the Washington, Alexandria and Mount Vernon Electric Railway; pp. 10-124 by W. H. Snowden

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**W. H. SNOWDEN**

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*OF*  
**VIRGINIA AND MARYLAND.**

FOURTH EDITION

**COPIOUSLY ILLUSTRATED.**

**A HAND-BOOK FOR THE TOURIST**

**OVER THE**

**Washington, Alexandria and Mount Vernon Railway.**

**BY**

**W. H. SNOWDEN.**

SOME  
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DESCRIBED IN  
A HAND-BOOK FOR THE TOURIST

OVER THE  
WASHINGTON, ALEXANDRIA AND MOUNT VERNON  
ELECTRIC RAILWAY,

BY  
W. H. SNOWDEN; A. M.  
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VIRGINIA AND MARYLAND, &c.

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FOURTH EDITION OF FIVE THOUSAND.  
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*Gift*

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#### TO THE READER.

This Hand Book makes no pretensions to literary excellence, nor fine typographical display. The only aim of the author in its preparation has been historical accuracy and the acceptable presentation of much and varied information in a little compass and at a small cost. It is merely an epitome of a Library Edition of much greater scope, with many more subjects and illustrations, to be published hereafter.

While the Book is offered nominally as a guide to locate important places for the tourist, and to briefly narrate whatever of historic interest pertains to each of them, it is also designed for more than a mere itinerary to be hastily read and then carelessly thrown aside as being of no further value.

Some there may be of its readers it is hoped, who will find its contents of sufficient interest to take home for household reading and preservation.

We are now in an age when there is a far greater desire among all classes of our people than ever before for inquiry into whatever relates to or throws new light upon the work, the struggle, the progress, manners and usages of the generations of the *earlier* days.

Some repetitions of facts and occurrences will be found in reading the different chapters on account of their having been written at different times, for which the reader's indulgence is asked. The thanks of the author is due to such of his friends as have contributed to the work, and especially to Miss Eugenie DeLand of Washington City for her numerous pictorial designs. In the book will be found not only a summary of the life, services, and character of General Washington, and a description of his home, his farms, and his farming operations, and the changes which have been incident to his land estate since his passing away, but also descriptions of numerous other outlying historic landmarks on both shores of the Potomac. The writer trusts that the book, hastily prepared in brief intervals of pressing duties, may prove an acceptable companion to all strangers wayfaring among the many interesting historic points which will be open to them by this convenient and delightful route of travel to the Home and Tomb of the venerated Washington.

W. H. S.

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water of the Potomac with navigation on the Ohio, a distance of 360 miles, an enterprise commenced in 1828, and which grew out of the efforts of the projectors of the "Potomac Company" of 1784 of whom George Washington was the most prominent worker.

Along Four Mile run which the electric road crosses, four miles from the Capital General Washington owned several hundred acres of land, and near its head waters, where the Old Columbia pike crosses them he had mills, from which were shipped cargos of flour to the West Indies in the earlier Colonial times. Then, the run unvexed by bridges was deep and navigable for sea going craft. On this stream was situated the convalescent camp of the civil war.

From Four Mile Run to Alexandria, four miles beyond, the road passes through a beautifully undulating and fertile stretch of country, which suburban improvement is invading and gradually dotting with handsome residences. Through this stretch the contemplated avenue or boulevard from Arlington and the Memorial Bridge to Mt. Vernon, a distance of seventeen miles, when constructed, will doubtless pass.



ABINGDON HOUSE—BIRTH-PLACE OF NELLIE CUSTIS.

At Spring Park Station the road strikes the Leesburg Turnpike, the Old Military highway over which General Edward Braddock and most of his army of British regulars and provincial troopers marched in the spring of 1755 to expel the French and their Indian allies from the lands of the Ohio river. The regulars consisted of the 44th regiment under Col. Peter Halket and the 48th commanded by Col. Thomas Dunbar, mustering 500 men, each with supplies and provisions and about 800 provincial troops.

The Braddock road over which the gay regulars and provincials made their slow and wearisome march is still a way and a highway, holding its course to the mountains though not as then rugged with stumps of trees and boulders and shadowed by unbroken forests but graded and smoothed for easy and pleasant travel and lying through a region of farms and hamlets.

They left Alexandria, then but a straggling hamlet in the forest, the second week in April, and reached the Ohio borders the first week in July ensuing, marching a distance of more than 300 miles through an unbroken wilderness with swollen streams innumerable to ford, and rugged hills and mountains to toil over. The disastrous battle was fought on the ninth of July. Out of 86 officers, 26 were killed, among them Braddock and Halket. The army after the battle, under Col. Dunbar marched to Philadelphia and went into winter quarters.



MAJOR GENL. EDWARD BRADDOCK.

For Braddock's obstinacy in refusing to listen to the advice given him by old Indian fighters as to the modes of conducting the campaign, which latter he vainly regretted; he paid the penalty with the loss of his life. With him were slain twenty-six out of his eighty-six officers, among them Sir Peter Halket; and thirty-seven were wounded including Col. Gage and other field officers. Gage afterwards figured as a general in the British army, fighting against the colonists. Braddock was rash, and courted every danger. Shirley his secretary was shot dead and both his English aides were disabled. The battle was a rout. The regulars were panic stricken and fled, even fired upon the provincials, mistaking them in the smoke for the enemy. Gen. Braddock had been in the British service for more than thirty years and had participated in many severe engagements under the Duke of Cumberland. Although a brave soldier, he was rash and impetuous and tyrannical.

Braddock had five horses disabled under him. At last, a bullet entered his right side and he fell mortally wounded. He was with difficulty brought off the field and borne along in the train of the fugitives. All the first day he was silent, but at night he roused himself to say—"who would have thought it". Dunbar was now in command. On the 12th of July he destroyed the remaining artillery, and burned public stores and the heavy baggage to the value of a hundred thousand pounds sterling, pleading in excuse, that he had the orders for so doing of the dying general. In mid-summer he evacuated Fort Cumberland and then hurried to Philadelphia for winter quarters. At night Braddock roused again to say, "we shall know the next time better how to manage them," and died. His grave was made near Fort Necessity. Thus ended the famous expedition of 1755 against the French and Indians and the first days of military glory in Alexandria.

Since the occurrence of the events we have narrated, hardly a century and a half has passed, but the circumstances seem dim to us now and very remote; for the succeeding years have wrought so many changes for the colonies and the states. They are not so distant after all when measured by the years of a long life time.

The straggling hamlet of Belle Haven, then a frontier post in the midst of perils and alarms from Indian incursions, has grown to be a pretentious town, and the wave of civilization has rolled westward two thousand miles beyond it and encompassed with its blessings, the realms of a continent. It presents to day but few traces of the exciting circumstances of those primeval times. The old council house where the colonial governors deliberated, still remains; and here and there, other land marks are pointed out to revive memories and traditions, a hipped roofed house, moss grown, with quaint gables, an outside chimney and dormer windows. Now and then in digging in the streets, a crown stamped button from a red coat of one of Braddock's regulars, or a coin with the superscription. "Brittania and Georgius 2d," or a rusted flint lock

are unearthed, which to the fanciful gazer brings up whole chapters of history of the long vanished years and fan into glowing embers their smouldering remains.

Few great battles were fought in the vicinity of Washington during the civil war, but this neighborhood was well peopled with soldiers, who were kept constantly on the alert, for raids, and skirmishes; and small actions were matters of frequent occurrence. The most significant and the bloodiest fight of all was the first Bull Run battle, which was fought about twenty-one miles from the city. The second fight, known also as the battle of Bull Run, was fought at Manassas, within a few miles of the first battle.

During the early part of the war the citizens of Washington were well acquainted with the sounds of the conflict; and the fear of invasion was constantly in the minds of all. One of the earliest skirmishes that took place in this immediate vicinity was that at Edwards' Ferry June 18, 1861, and again October 4, and October 21 and 22, in the same year, there were actions at that place. An unimportant skirmish took place at Seneca Mills, June 14 and 15, 1861, and July 7 of that year there were skirmishes at Rockville and Great Falls. A few days later, in July, the forces of the two armies met at Silver Spring in a brief engagement.

Early in May, 1861, Alexandria was evacuated by the confederate forces and later in the month the Union army moved into Virginia and occupied Arlington Heights and Alexandria, capturing Captain Ball of the confederate army and his cavalry troop of thirty-five men. Colonel E. E. Ellsworth, commanding the 11th New York, known as the 1st Fire Zouaves of New York city, was shot and killed in Alexandria.

August 18th, 1861, there was a skirmish at Pohick Church, Va., about twelve miles from Alexandria, and later in the month there were skirmishes at Ball's Cross Roads and Baily's Corners. The first day of August there was a skirmish at Munson's Hill. Fairfax Court House, which is about seventeen miles from Washington, was the scene of an engagement June 1, 1861, when a company of regular cavalry cut through the confederate lines. Six Union soldiers were killed and twenty confederates. In the middle of July this town was occupied by the Union forces, under General McDowell, and this inaugurated the Bull Run campaign, which ended in the first battle by that name, which was fought July 21, 1861.

Throughout the rest of the war there was hardly a month in which some engagement did not occur on Virginia soil within twenty miles of Alexandria. The confederates were making constant efforts to drive back the pickets thrown out by the Union forces and to force inward the line of defences. There were engagements at Dranesville, Leesburg, Burke's Station and Dumfries.

Just as Richmond was the object of a general campaign on the part of the Union army, so Washington was the goal toward which flying columns of southern forces were constantly being thrown. The nearest approach to an actual invasion of the capital occurred July 10, 1864, when Fort Reno and Fort Stevens, a few miles north of the city, were attacked by a part of Gen. Jubal A. Early's raiding army. A fight took place at Fort Stevens on the 7th street road, and after a sharp struggle the confederates were driven back and the threatened capture of Washington was averted. The fighting on this occasion covered three days, although at no time did the engagement amount to a fixed battle. Forty Union soldiers were killed in the various encounters on that occasion.

#### ALEXANDRIA, VIRGINIA.

Seven miles below the National Capital, on the opposite shore of the Potomac River, stands the city of Alexandria, with a population of eighteen thousand and a history dating back to the year 1784, when Thomas, Lord Fairfax, Lawrence Washington, and their associates, as incorporators by the authority of the General Assembly of Virginia, organized the beginning of its municipal government. Fifty years before that time not a single white man had permanent residence there, and only a few years before, 1669, the whole of the domain from Great Hunting Creek to the falls of the Potomac,