

- ★ BALTIMORE RIOT TRAIL ★**
- President Street Station** – The 6th Massachusetts Infantry Regiment began its march to Camden Station.
 - Fawn Street at President Street** – Here the secessionist mob began attacking the marching Massachusetts soldiers.
 - President Street at Pratt Street** – The mob closed in as a railroad car carrying soldiers derailed.
 - Gay and Commerce Streets at Pratt Street** – Here the soldiers fired back, exchanging volleys with the mob.
 - Light Street at Pratt Street** – Four soldiers were shot or beaten to death here.
 - Howard Street at Camden Station** – The rest of the Massachusetts regiment finally boarded the train, protected by their comrades' fire.

- ★ OTHER BALTIMORE CITY SITES ★**
- Battle Monument** – On the evening of April 19, 1861, Governor Hicks and Mayor Brown spoke here to try to calm down citizens after the Baltimore Riot.
 - Mt. Clare Station/B&O Railroad Museum** – Civil War-era trains are on display here.
 - Abbott Iron Works** – To avert further violence after the Baltimore Riot, the mayor ordered railroad bridges burned.
 - Mt. Clare Mansion** – This U.S. Army training facility opened in the summer of 1861.

- Church Home and Hospital** – Here Adeline Blanchard Tyler treated wounded Massachusetts soldiers after the Baltimore Riot.
- Crimes Mansion/Leakin Park** – Home of Ross Winans, a successful inventor and prominent Baltimorean, who was imprisoned at Fort McHenry for his pro-southern political activities.
- Druid Hill** – Several U.S. Colored Troops regiments were organized here in 1863 and 1864.
- Federal Hill** – First occupied by U.S. troops in May 1861 to suppress secessionist violence in Baltimore, this became the site of a huge fort.
- Fort McHenry** – Famous for associations with “The Star-Spangled Banner,” it became a prison and hospital site.
- Greenmount Cemetery** – John Wilkes Booth and other notable Civil War figures are buried here.
- Loudon Park National Cemetery, Confederate Hill** – Established in 1862, this is one of 14 original national cemeteries. More than 600 Confederates are buried here.
- Maryland Historical Society** – Civil War artifacts are displayed here.
- Patterson Park** – This public park, opened in 1827, held a U.S. Army training camp and general hospital during the war.
- USS Constellation** – This vessel operated along the slave trade and protected U.S. shipping from Confederate raiders.
- Washington Monument at Mt. Vernon Place** – President Abraham Lincoln gave a stirring speech here on April 18, 1864.

- ★ WESTERN SHORE SITES ★**
- Baltimore County Historical Society/Cockeysville** – Near here, Confederate Maj. Harry Gilmer burned railroad bridges and wreaked havoc on his July 1864 raid.
 - Camp Chapel United Methodist Church** – Maj. Harry Gilmer and his raiders passed by this early Methodist chapel site in July 1864.
 - Catonsville Library** – This community, known as Relay during the war, was an important rail center.
 - Glen Ellen** – This is the site of Maj. Harry Gilmer’s home, a Gothic Revival house demolished after the war.
 - Hampton National Historical Site** – Southern sympathizer Charles Ridgely was elected captain of the Baltimore County Horse Guards at the outbreak of the war.
 - Robert E. Lee Park/Lake Roland** – Opened in 1861, the lake here served as Baltimore’s reservoir during the war.
 - Lansdowne Christian Church** – This church and its stained-glass windows reflect a Civil War veteran’s love for his comrades.
 - Monkton Station** – A station along the Northern Central Railroad, a major component of the Union Army’s transit network for troops and supplies.
 - Towson Court House** – On July 11, 1864, Gilmer’s raiders stopped at the hotel here for refreshment then fought an engagement south of town.
 - Perryville Community Park** – This small town quickly became an important Union outpost.

- Rodgers Tavern** – Four-legged recruits were trained here at the “mule school” for arduous service in the U.S. Army.
- Port Deposit** – A local artillery battery later found itself playing a vital role at Antietam.
- Bel Air Court House** – In 1861, Union forces searched the town for Confederate sympathizers; area residents served in both armies.
- James Archer Birthplace** – Confederate Gen. James Archer led Texas troops through several campaigns and died in Richmond, Va., shortly after being exchanged as a prisoner of war.
- Jerusalem Mill** – A Confederate cavalry raid occurred here in 1864 as part of an attack on Washington.
- Mariner Point Park** – Here Maj. Harry Gilmer burned the Gunpowder River Bridge.
- Elkridge Furnace Inn** – George Dobbin built an “assembly hall” here after the war, on land once occupied by Union artillery, to help heal divisions among neighbors.
- B&O Railroad Station** – The oldest railroad terminus in the U.S. (1831) was guarded by Union troops throughout the war.
- Ellicott City Colored School** – After the war, African American veterans built this school.
- Thomas Isaac Log Cabin** – Northern and southern sentiments divided this town.
- Patapsco Female Institute** – This is the site of an important school that influenced young ladies of the North and South.
- Oakland Manor** – This was the home of Capt. George R. Gaither of the Howard County Dragoons.

- Savage Mill** – This cotton-weaving mill was used for Federal service.
 - Thomas Viaduct** – The strategic B&O Railroad bridge to Washington placed two towns in the theater of war.
- ★ EASTERN SHORE SITES ★**
- Charles Sumner Post G.A.R.** – Former U.S. Colored Troops established this Grand Army of the Republic post and built this meeting hall in 1908.
 - Kent County Courthouse** – Federal authorities arrested local lawyer and newspaper publisher John Leeds Barroll in 1863 for reprinting a “treasonous” article.
 - Monument Park** – Monuments here honor both Confederate and Union soldiers, including U.S. Colored Troops.
 - Lauretum Inn** – Chestertown resident, Maryland militia general, and U.S. Senator George Vickers voted against impeaching President Andrew Johnson in 1868.
 - Queenstown** – Slaves escaped from their owners here to enlist in the U.S. Army.
 - Greensboro** – Pro-Union residents wrote to President Abraham Lincoln for help on September 13, 1862.
 - Hillsboro** – The great African-American leader, Frederick Douglass, once called this town home.
 - Unionville** – Slaves and free blacks from here served as USCT, then founded the community after the war.
 - Talbot Courthouse** – Easton men served on both sides during the war.

BALTIMORE

A HOUSE DIVIDED

WAR ON THE CHESAPEAKE BAY

- 1861 Baltimore Riot Walking Tour
- ★ 1861 Baltimore Riot Site
- ★ 1864 Johnson/Gilmer Raid Site
- Other Civil War Trails Site
- National, State or County Park
- ⊙ Information or Welcome Center

A HOUSE DIVIDED

In 1861, Baltimore found itself in a civil war fought on the docks, streets, waters, and farms of the South's northernmost city, home of the "Star-Spangled Banner." The flag had helped unite the young nation in 1814, but 47 years later it represented despotism and tyranny to some Americans, while to others it symbolized "a high and delicate trust" to preserve the Union. In February, distrust and threats of disunion culminated in the midnight passage of president-elect Abraham Lincoln through Baltimore to thwart a rumored assassination attempt.

On April 19th, five days after the Union surrendered Fort Sumter, South Carolina, the tensions in Baltimore exploded in violence. Confederate sympathizers attacked Massachusetts troops en route to Washington, D.C. along the Pratt Street waterfront. The war's first casualties fell in Baltimore's streets, inspiring Marylander James E. Randall to write the intensely pro-Southern "Maryland, My Maryland," the state song since 1939. By summer, Federal troops occupied strategic rail and shipping depots to guard communication lines to Washington. Lincoln's suspension of *habeas corpus* resulted in the temporary imprisonment of the Maryland legislature and Baltimore's government. U.S. troops garrisoned Federal Hill and Fort McHenry, aimed their guns at the city, and ensured Federal control for the remainder of the war. In June 1861, an officer wrote, "The loss of Baltimore would have been the loss of Maryland; the loss of Maryland would have been the loss of the national capital, and perhaps, if not probably, the loss of the Union cause."

Baltimore became U.S. Middle Department headquarters on March 22, 1862, to coordinate regional military activities. After the Battle of Antietam on September 17, during the first Confederate invasion of the North, the city received thousands of wounded, transforming parks, warehouses, churches, and hotels into hospitals. Fort McHenry became a prisoner-of-war transfer facility and nearby Locust Point served as a munitions depot, with supplies transported to the



"Attack on the Massachusetts 6th at Baltimore, April 19th, 1861"

By 1864, war-related business dominated Baltimore's economy. Lincoln delivered a fund-raising speech at the city's U.S. Sanitary Fair in April and spent the night at Mount Vernon Square, a wealthy residential area that three years earlier had been a secessionist hotbed. In July, the third and last Confederate invasion ended at the outskirts of Washington, after the Battle of Monocacy (although a Confederate victory) had enabled Federal reinforcements to strengthen the capital's garrison. Baltimore, the nation's second most-fortified city, added more than 40 forts and redoubts during the war. Early in 1865, they were stripped of men for the final campaigns in Virginia. Late in April, Lincoln's funeral train stopped in Baltimore while flags at Fort McHenry and elsewhere flew at half staff in honor of the assassinated president and symbolized, as well, all the Americans lost in the conflict.

FORT McHENRY

Best known for its association with the "Star-Spangled Banner" during the War of 1812, nearly half a century later, Fort McHenry played several different roles during the Civil War. After the fall of Fort Sumter, South Carolina, and the Baltimore Riots of April 1861, Maryland Unionists looked to the fort to safeguard their cause in a city with strong support for secession. Gen. William W. Morris' 2nd U.S. Artillery occupied the fort in May 1861, one of 32 regiments to serve as garrison troops during the conflict. Some of the fort's guns were trained on Baltimore instead of the Chesapeake Bay, to help curb secessionist ardor and rally loyal citizens.

Lincoln's suspension of the writ of *habeas corpus* resulted in the temporary detention and confinement of hundreds of Maryland civilians suspected of disloyalty. Many of them were held at Fort McHenry. Among them was newspaper editor Francis Key Howard, who wrote on September 13, 1861, "[the] day, forty-seven years earlier, my grandfather, Francis Scott Key ... wrote the song so popular. ... The flag which he proudly hailed, I saw waving, at the same

place, over the victims of as vulgar and brutal a despotism as modern times have witnessed." The civilian prisoners soon had the company of Confederate soldiers, as prisoners of war were confined on the grounds outside the fort while awaiting transfer to Point Lookout, Fort Delaware, or Johnson's Island. Their numbers swelled after major battles, particularly those at Sharpsburg, Maryland, in September 1862, and Gettysburg, Pennsylvania, in 1863. By war's end, an estimated 15,000 men had been confined at the fort, but only 15 had died there. At least three executions occurred there: two soldiers and a civilian for murder.

Some Union and Confederate officers wounded in combat in the Eastern theatre of war were treated at Fort McHenry's 60-bed post hospital. James L. Kemper and Isaac R. Trimble were among the notable Confederate generals who survived "Pickett's Charge" at Gettysburg on July 3, 1863. They were transported to downtown Baltimore by railroad and ambulance wagon, treated at city hospitals, then brought to the post hospital to recover and await transfer by steamship to permanent Federal prisoner-of-war installations.

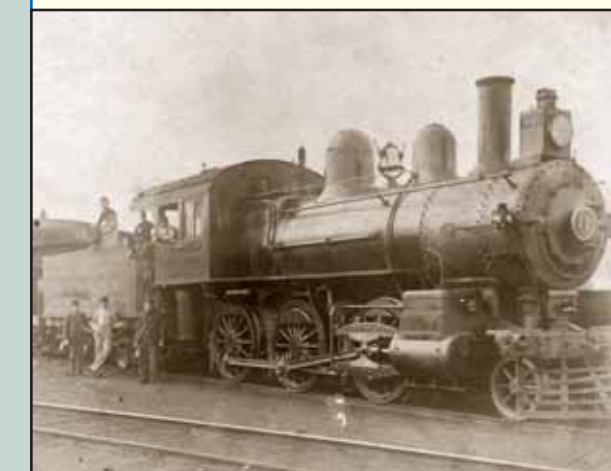


Fort McHenry during the Civil War.

RAILROADS

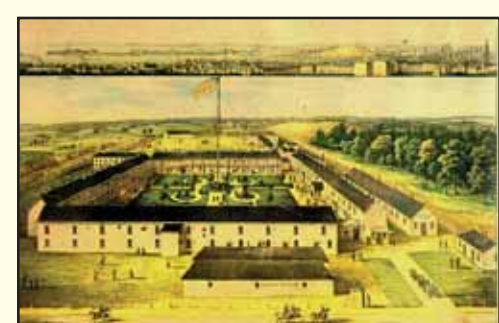
During the Civil War, Baltimore was the rail center of Maryland and the North's gateway to the South. Three railroads terminated there — the Baltimore and Ohio, the Northern Central, and the Philadelphia, Wilmington and Baltimore — and connections to two others were just outside the city. Because locomotives were banned from the city's streets, passengers either walked or rode in horse-drawn cars between connecting stations. On April 19, 1861, a mob attacked U.S. Army soldiers marching between the two stations en route to Washington D.C. In what became known as the Baltimore Riots, the crowd threw bricks, and the soldiers opened (or returned) fire. Four soldiers were killed and 39 wounded, while 12 civilians died and "dozens" more were injured. After Federal control was reasserted, Baltimore's railroads became part of the network supplying the U.S. Army for the rest of the war.

Civil War-era locomotive



HOSPITAL TOWN

In the weeks following the Battle of Antietam on September 17, 1862, and again after the Battle of Gettysburg in July 1863, Baltimore became a vast hospital complex for the wounded men who poured into the city. The Antietam casualties arrived on the Baltimore and Ohio Railroad from Frederick, Maryland. As thousands of Union and Confederate soldiers hobbled or were carried from the trains, authorities transformed 22 churches, hotels, and cotton and tobacco warehouses into medical facilities. Nearly all of Baltimore's public parks still in use today, including Patterson's Park, Federal Hill, and Druid Hill Park, as well as other open spaces, were used for hospitals. Thousands of the Gettysburg casualties were cared for in downtown Baltimore, while Fort McHenry's post hospital treated many of the Confederate officers wounded during Gen. James Longstreet's famous assault (often mistakenly called Pickett's Charge) on July 3, 1863. A pressing need for treating the wounded closer to the battlefields led to the creation of several relief organizations in Maryland.



U.S. General Hospital, Patterson Park, Baltimore

CHESAPEAKE BAY



The U.S. Navy and their ships, such as USS Constellation, were essential to achieving victory for the Union.

The U.S. Navy's actions in the Chesapeake Bay during the Civil War were similar to its operations throughout the South. From Baltimore to the Virginia Capes, naval vessels tightly blockaded the coastline to keep desperately needed supplies from Confederate armies, as well as to protect the vast numbers of Union vessels that transported men and supplies to the front. In addition, the navy actively assisted the U.S. Army with amphibious support, while also seeking battle with the ships of the Confederate navy.

With the fall of Norfolk, Virginia, in 1861, the port of Baltimore became a vital base for the U.S. Navy's activities in the Chesapeake. The city's shipyards repaired vessels damaged in battle, while its many steamship companies provided vessels that could be converted for military use. Inland, the navy utilized the city's industrial power, with Baltimore's mills producing steam engines for warships as well as armor plating — including that used on USS Monitor.

THE 1864 CAMPAIGN

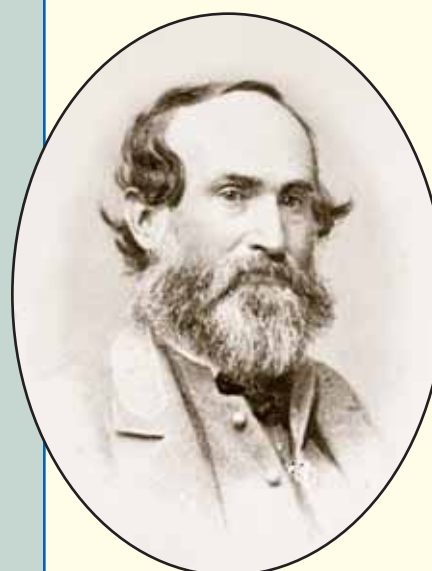
In July 1864, Confederate Gen. Jubal A. Early, having cleared Virginia's Shenandoah Valley of Union troops, marched his corps into Maryland to threaten Baltimore, free Confederate prisoners at Point Lookout, and attack Washington, D.C. He and commanding Gen. Robert E. Lee also hoped to lure Federal troops away from Petersburg, Virginia, to reinforce the capital's defenses and, thereby, relieve the pressure on Lee. Early's maneuver was the South's third and last invasion of the North.

In response, the Federals rushed Gen. Lew Wallace's force of 5,800 men from Baltimore and an infantry division from Petersburg to confront Early on the banks of the Monocacy River near Frederick, Maryland, on July 9. Called "The Battle That Saved Washington," the fight was a Confederate victory, but it cost Early a critical day's march on the U.S. capital. Wallace retreated east on the Baltimore

Turnpike, reinforcing Ellicott Mills, the Thomas Viaduct in Relay, and the depleted defenses of Baltimore. His stubborn defense bought time for troops from Petersburg to reach Washington D.C. by steamship and repulse Early's July 11 attack.

Meanwhile, Confederate Gen. Bradley T. Johnson led his cavalry brigade toward Point Lookout, cutting telegraph lines and burning trains and railroad bridges. Maryland's own Maj. Harry Gilmor's detachment engaged Federal cavalry and captured Union Gen. William B. Franklin, who later escaped. Gilmor got no closer to Point Lookout than the mouth of the Gunpowder River northeast of Baltimore.

Early retreated to Virginia on July 12, having failed to free the Confederate prisoners. He succeeded, however, in putting a fright into Washington D.C. and Baltimore, and his raid temporarily drew Federal troops away from Petersburg.



Gen. Jubal A. Early



Gen. Lew Wallace



Maj. Harry Gilmor

AFRICAN-AMERICANS



Sgt. Maj. Christian A. Fleetwood

The Emancipation Proclamation, issued January 1, 1863, authorized the recruiting of African-Americans as United States soldiers. Gen. William Birney and his staff raised seven regiments of what were called United States Colored Troops (USCTs) — the 4th, 7th, 9th, 19th, 30th, 39th, and 118th — in Maryland during the Civil War. The Maryland General Assembly offered bounty money to each man who enlisted as well as to owners who freed their slaves for service. Many slaves, however, freed themselves from their masters and ran away to join the Union forces.

Of the sixteen African-American soldiers who received the Medal of Honor during the Civil War, five were Maryland natives: Sgt. Maj. Christian A. Fleetwood, Baltimore, 4th USCT; Sgt. Alfred B. Hilton, Harford County, 4th USCT; Sgt. Decatur Dorsey, Howard County, 39th USCT; and Pvt. William H. Barnes and Sgt. James H. Harris, St. Mary's County, 38th USCT.

LINCOLN

Abraham Lincoln came to Baltimore three memorable times between 1861 and 1865. The first occasion was before dawn on February 23, 1861, en route to his inauguration in Washington, D.C. When detective Allan Pinkerton feared that a pro-Confederate mob might attack Lincoln's carriage as he transferred from President Street Station to Camden Station, the president-elect agreed to slip quietly from one station to the other and safely on to Washington. Later that day, a pro-Confederate mob harassed Mary Todd Lincoln, traveling separately, as she transferred trains. As president, Lincoln returned to Baltimore on April 18, 1864, to speak at the Maryland State Fair for Soldier Relief, almost three years to the day after the Baltimore Riot, in which Confederate sympathizers attacked U.S. Army troops on their way south to the capital. Lincoln was so impressed with the positive change in the city's political climate that he referred to it in his speech as "both great and gratifying." Lincoln's third passage through Baltimore was on the morning of April 21, 1865, six days after his assassination, when the funeral train arrived at Camden Station. After a procession through the city and a public viewing in the Merchant's Exchange, Lincoln's body was transferred to the train that carried him home to Springfield, Illinois, for burial.

Cover: "Attack on the Massachusetts 6th at Baltimore, April 19th, 1861" Drawn by William Bomberger and engraved by George E. Perine.



Baltimore City and Baltimore, Cecil, Harford, Howard and Kent counties.

Funding for Maryland Civil War Trails 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

BALTIMORE

A HOUSE DIVIDED

WAR ON THE CHESAPEAKE BAY



How to use this Guide

This guide showcases a collection of sites that portray the Civil War story in Baltimore and the surrounding Chesapeake Bay region. Central to this collection, is the one-and-a-half mile walking tour along Baltimore's Inner Harbor that depicts the April 1861 riot when Confederate sympathizers attacked the 6th Massachusetts Infantry Regiment as they marched to trains en route to Washington, D.C. Information contained here and along the Trail highlights stories that have been hidden within the landscape for more than 140 years. Follow the bugle trailblazer signs to waysides that chronicle Maryland's deeply divided loyalties and to many of the Civil War's lesser-known but important sites.

The Trail, including a number of additional sites, can be driven in one, two or three days depending on traveler preference. Destinations like Chestertown, Port Deposit, Bel Air, Ellicott City, Westminster and Frederick offer charming ambience that can be enjoyed all-year long while Baltimore and Rockville offer a more sophisticated urban environment. Amenities include dining, lodging, shopping, and a variety of attractions that illustrate 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 statewide travel information, visit www.visitmaryland.org.



Enjoying Baltimore's Inner Harbor



Follow these signs to more than 500 Civil War sites in Maryland, Virginia and North Carolina

THE CIVIL WAR REVISITED

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

Maryland Office of Tourism Development
217 East Redwood Street
9th Floor
Baltimore, MD 21202
(888) CIVIL-WR (248-4597)
www.visitmaryland.org

Annapolis & Anne Arundel County Conference & Visitors Bureau
26 West Street
Annapolis, MD 21401
(888) 302-2852
www.visit-annapolis.org

Baltimore Area Convention & Visitors Association
Baltimore Visitor Center
401 Light Street
(in the Inner Harbor)
Baltimore, MD 21202
(877) BALTIMORE
www.baltimore.org

Queen Anne's County Office of Tourism
425 Piney Narrows Road
Chesler, MD 21619
(410) 604-2100
www.discoverqueenannes.com

Cecil County Tourism
1 Seahawk Drive
North East, MD 21901
(800) CECIL-95
www.seececil.org

Baltimore County Conference & Visitors Bureau
PO Box 5426
Lutherville, MD 21094-5426
(410) 296-4886
(877) STAYNDO Visitors Guide
(800) 570-2836 Group/Meeting
www.visitbacomd.com

Kent County Tourism Development
400 High Street
Chestertown, MD 21620
(410) 778-0416
www.kentcounty.com

Howard County Visitors Information Center
Howard County Tourism Council
P.O. Box 9
8267 Main Street
(side entrance)
Ellicott City, MD 21041
(800) 288-8747
www.visithowardcounty.com

Carroll County Visitor Center
210 East Main Street
Westminster, MD 21157
(800) 272-1933
www.carroll.org/tourism

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

Historic Ellicott City



Breathtaking views of rolling countryside and horse farms surrounding Baltimore (Inset) Kayaking on the waters of the Chesapeake Bay

Conference and Visitors Bureau of Montgomery County, Maryland, Inc.
11820 Parklawn Drive, Suite 308
Rockville, MD 20852
(800) 925-0880
www.visitmontgomery.com

Prince George's County, MD Conference & Visitors Bureau
9200 Basil Court, Suite 101
Largo, MD 20744
(888) 925-8300
www.visitprincegeorges.com



Fort McHenry National Monument and Historic Shrine

Harford County Tourism Council, Inc.
211 W. Bel Air Avenue
Aberdeen, MD 21001
(800) 597-2649
www.harfordmd.com

Fort McHenry National Monument and Historic Shrine
2400 East Fort Avenue
Baltimore, MD 21230
(410) 962-4290
www.nps.gov/fomc

Baltimore Civil War Museum
601 President Street
Baltimore, MD 21202
(410) 385-5188
www.mdhs.org

Monocacy National Battlefield
4801 Urbana Pike
Frederick, MD 21704
(301) 662-3515
www.nps.gov/mono

POST WAR

Although many Marylanders served on the Civil War's losing side, several former Confederates afterward played prominent roles in their native state. Adm. Franklin Buchanan, who commanded CSS *Virginia* (formerly USS *Merrimack*) the day before its famous battle with USS *Monitor*, served as president of Maryland Agricultural College, now the University of Maryland. Maj. Harry Gilmor, the partisan cavalry commander, returned to Baltimore as a businessman, city police commissioner, and colonel in the Maryland National Guard. Col. Henry Kyd Douglas, junior member of Jackson's staff who wrote *I Rode with Stonewall*, became a lawyer, judge, and commander of the Maryland National Guard.

It is often said that the victors in a war get to write its history, but Maryland's vanquished contributed greatly to the war's history and literature. Seventeen former Confederates published reminiscences about Maryland's role in aiding the Confederacy as compared to five Unionists.



Henry Kyd Douglas as a major in the Confederate army and as adjutant general of the Maryland National Guard.