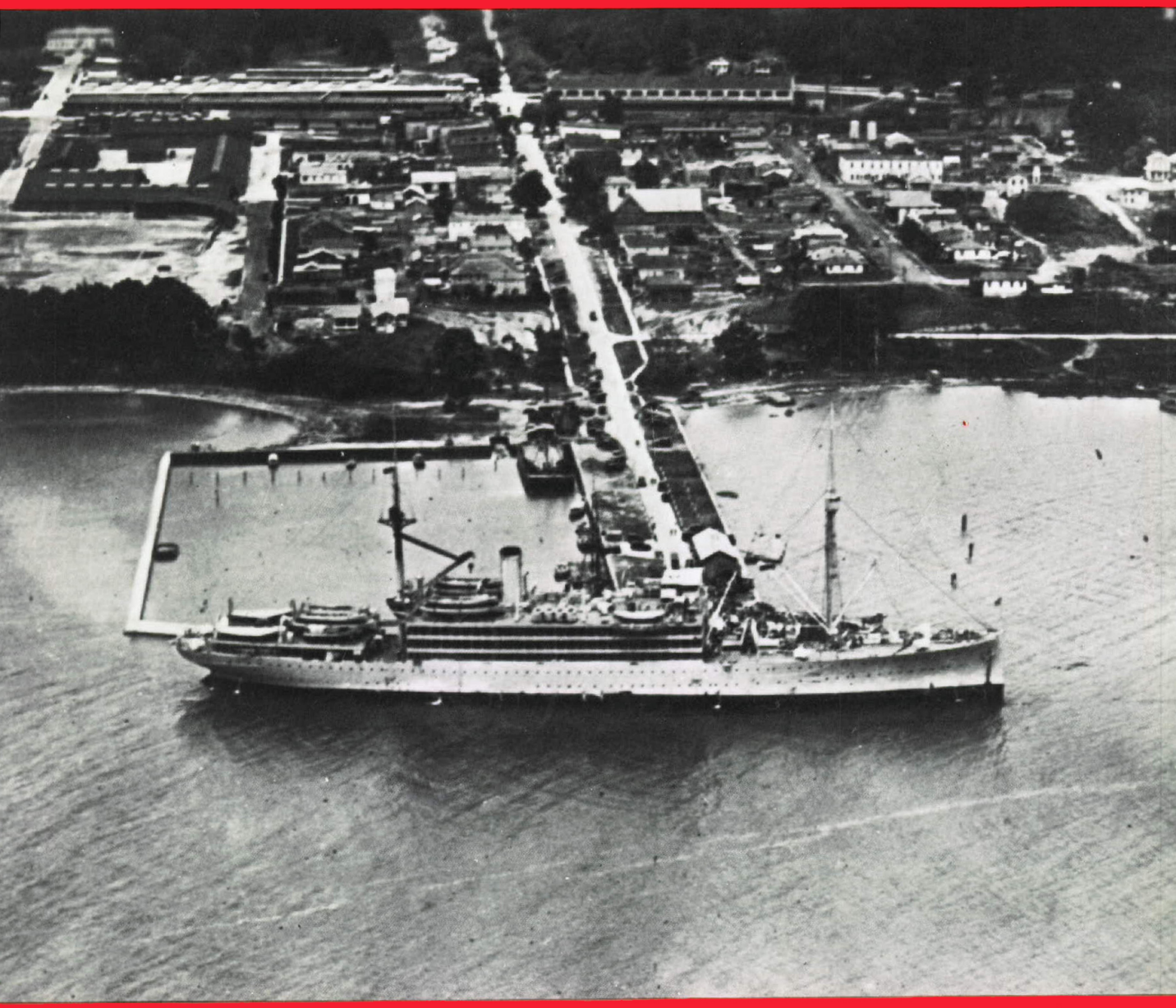
QUANTICO: CROSSROADS OF THE MARINE CORPS



HISTORY AND MUSEUMS DIVISION
HEADQUARTERS, U.S. MARINE CORPS
WASHINGTON, D.C

Cover: The town of Quantico as seen from an aircraft over the Potomac River 25 May 1925. The USS Henderson *is docked at the pier. The ship is named after Archibald Henderson, 5th Commandant of the Marine Corps. Visible in the upper left of the photograph is the Post Headquarters. (USMC Photo 515892).*

QUANTICO: CROSSROADS OF THE MARINE CORPS

By

Lieutenant Colonel Charles A.Fleming, USMC
Captain Robin L. Austin, USMC
Captain Charles A. Braley III, USMC

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FOREWORD

The single word, Quantico, is certain to invoke recognition and recollection in the minds of every Marine officer and most enlisted personnel. Since 1917 virtually every officer who has served in the Corps received at least part of his training there, and the career enlisted man who does not attend a school or serve a hitch there during his service as a Marine would be the exception rather than the norm. It is most appropriate that this volume should attempt to preserve and share some of that history and experience which is such an integral part of the Corps.

Originally prepared in the Public Affairs Office at Quantico, this history was published in a limited edition for on-base use in 1976. Because of the interest in the subject, the Marine Corps History and Museums Division has cooperated with the Marine Corps Development and Education Command, Quantico, Virginia to prepare this edition for widespread distribution.

The first author, Lieutenant Colonel Charles A. Fleming, received his Bachelor of Science degree at the University of Washington (Seattle), and a Master of Arts Degree in Journalism from the University of Wisconsin, (Madison). He served two tours in Vietnam, and attended The Basic School and Communications Officers School at Quantico, as well as the Armed Forces Staff College, Norfolk. Following his tour as MCDEC, Quantico, Public Affairs Officer when this book was written, he was assigned to Headquarters, Fleet Marine Force, Atlantic at Norfolk in August 1976.

Captain Robin L. Austin graduated from Northern State College, Aberdeen, South Dakota, and entered the Marine Corps in 1969 through Officers Candidate School. After four years on the west coast, she arrived at Quantico in September 1975 as an assistant public affairs officer, just in time to work on this book, and in January 1976, was assigned as staff platoon commander, The Basic School.

Captain Charles A. Braley III, enlisted in the Marine Corps in 1952 and served for 14 years as an enlisted man before being commissioned in 1966. He was selected for duty as a public affairs officer. Upon his retirement on 1 May 1978, he will have spent 23 of his 26 years in the Corps as a Marine journalist. Captain Braley prepared much of the material for the final chapter on "Quantico Today," brought the figures and statistics up to date, and assisted the editors at the Marine Corps Historical Center throughout the final stages of preparations.

The History and Museums Division welcomes any comments of the narrative and additional information or illustrations which might enhance a future edition.

Reviewed and approved:
1 February 1978

E. H. SIMMONS
Brigadier General, U.S. Marine Corps (Retired)
Director of Marine Corps History and Museums

PREFACE

This brief history of the Quantico Marine Corps Base, Quantico, Virginia, was initiated in early 1975 at the suggestion of Lieutenant General Edward S. Fris, U.S. Marine Corps (Retired), then the Commanding General, Marine Corps Development and Education Command at Quantico. This project was begun as the Marine Corps approached its two hundredth anniversary and as the United States moved into its Bicentennial year. Because of the Bicentennial spirit and geographical location of the base, a decision was made early in the project not to limit it to just Marine Corps activities, but to include a summary of the preceding events of this very historical area.

Many persons who tackle a project of this sort are frustrated by the lack of available information and the necessity for lengthy and extensive research. This was not exactly the case with this one.

The Marine Corps must be one of the most written-about organizations in the history of the United States. The problem with this project was not the lack of information, but the sheer volume of material scattered among hundreds of official and commercial books, letters, diaries, official correspondence, personal collections, research studies and reports, files hidden away in cabinets or boxes, and personal recollections of hundred of Marines, former Marines, and their families. Indeed, the biggest problem with this project was the location, selection, sifting, evaluation, and compilation of the vast quantities of information available.

At the project's outset, appeals for advice and information were published in the base newspaper, local civilian newspapers, and nationwide through the courtesy of the *Marine Corps Gazette*. The response to these appeals was no less than fantastic as dozens of the Corps' friends replied with information, photographs, leads, and encouragement. Their enthusiastic interest and support was a sustaining force throughout this project.

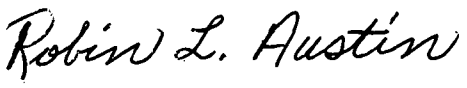
Most of this document was written by Lieutenant Colonel Charles A. Fleming, with assistance from Captain Robin A. Austin, and Captain Charles A. Braley III. The bulk of the research was done by Captain Austin. For almost four months, she shuttled back and forth around northern Virginia, spent many tedious hours going through books and documents, and pounded a typewriter day after day preparing notes. Through her efforts, a vast quantity of valuable information was accumulated which made this report possible. Indeed, almost everyone assigned to the MCDEC Public Affairs Office during the latter half of 1975 contributed something, whether it was interviewing residents of nearby communities, obtaining photographs, locating books in libraries, or typing. Credit must also be given to those many other Marines, civilians, and sections at MCDEC who contributed. Among these are Colonel Donald K. Cliff, Commanding Officer of the Officer Candidates School, Mr. Lee Lansing of the Public Works Department, and the Photographic Laboratory. But there are many others, too.

Following the publication of a limited edition of this history at Quantico in 1976, arrangements were completed for the history to be revised, edited, and published by the History and Museums Division. This edition was prepared under the editorial direction of Mr. Henry I. Shaw, Jr., Chief Historian of the History and Museums Division. Final editing, photograph selection, and the preparation of the index was done by Dr. Russell J. Parkinson of the Historical Branch and Mr. Douglas Johnston, Production Editor. The maps were prepared by Staff Sergeant Jerry L. Jakes. The index was typed by Private First Class Paul W. Gibson.

This is not the first history of Quantico Marine Corps Base, but to the knowledge of the preparers of this document, it is the most detailed and comprehensive to date. Yet, there has been much left out due to constraints of time and space and the need for proper balance and emphasis. We leave it to our successors

at Quantico to fill in the gaps and to carry on where this brief record leaves off. This particular draft of the history of our base has an end; in truth, Quantico continues on, fulfilling its important missions of education and development in support of the U.S. Marine Corps.

CHARLES A. FLEMING
Lieutenant Colonel, U.S. Marine Corps



ROBIN L. AUSTIN
Captain, U.S. Marine Corps

CHARLES A. BRALEY III
Captain, U.S. Marine Corps

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CHAPTER 1

FROM THE BEGINNING TO THE CIVIL WAR

Nestled along the west bank of the Potomac River, Quantico Marine Corps base, the home of the Marine Corps Development and Education Command, comprises just under 100 square miles of quiet, lush, green hickory, oak, and pine forests, laced by innumerable streams and wetlands. The base borders the quiet Potomac for about five miles, crowding itself into the flatlands along the river and then stretching out into sparsely inhabited woodlands, rolling hills, and sturdy ridges to the west.

Quantico, the crossroads of the Marine Corps, the university of the Corps, and the cradle of modern Marine Corps education and doctrine, is itself situated in the very midst of America's most historic area. With Mount Vernon to the north, Manassas to the west, Fredericksburg to the south, Jamestown, Williamsburg, and Yorktown to the southeast, the area is rich in American as well as Marine Corps history. Indeed, the area that is now the Marine base was tread by Generals George Washington and Robert E. Lee, as well as by John A. Lejeune, Smedley Butler, and more contemporary figures. The history of Quantico, rich in the military heritage of our Nation, is both the history of the United States and of the Marine Corps. They are parallel and inseparable.

A brief history of Marine Corps Base, Quantico written more than 45 years ago summarized it all in a phrase that defies improvement: "Quantico on the Potomac has always been." [1]

The name "Quantico" comes from the American Indians and has been translated to mean, "By the large stream," "By the long stream," "Place of dancing," or merely "Dancing." References to the "stream" are to the Potomac River, while the meaning of the "dancing" title is unclear. This reference may also be to the Potomac as it meanders gracefully past the green woodlands, or it may refer to the life style of the Manahoac branch of the tidewater Algonquin Indians who inhabited the area north of Quantico in the 1500s. The name "Manahoac" means, "They are very merry." [2]

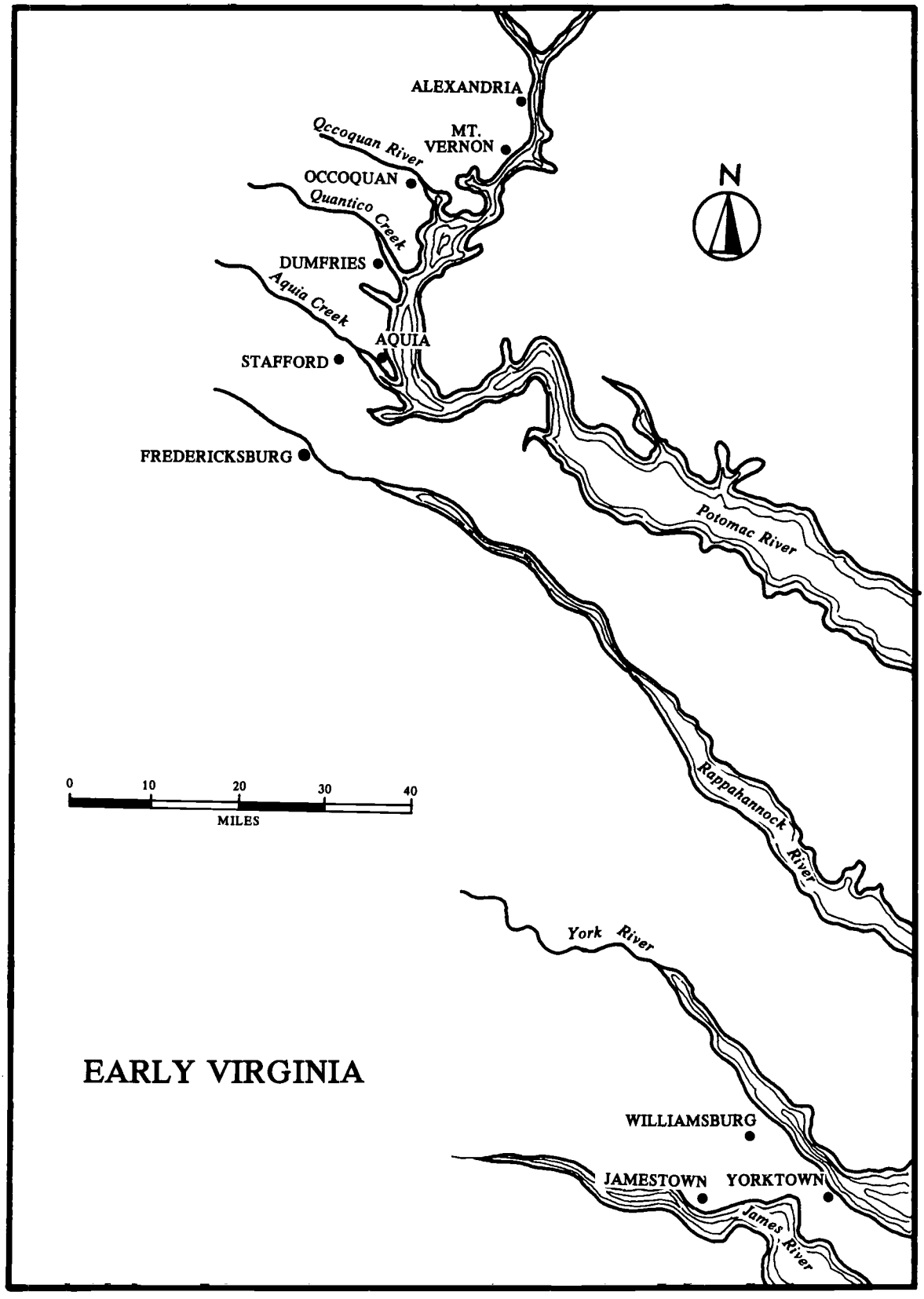
The Manahoacs were corn growers and fishermen and enjoyed a high standard of living for the times. They were known both for their merriment and for their fierceness in combat. In 1540, however, the Iroquois from the north drove the Manahoacs from the Quantico area as Iroquois domination of the eastern seaboard spread.[3]

Thirty-seven years before the English arrived at Jamestown to the southeast, a group of Spaniards traveling up from Florida landed in the vicinity of Aquia Creek to the immediate south of the present Marine base. The Jesuit priests among the group tried to convert the local Indians, who resented the effort. Only one member of the party escaped to tell of the misadventure.

Other records show that the Quantico area itself was first visited by white men in the summer of 1608 when Captain John Smith of Jamestown, trading for corn with Indians along the way, explored the "Patawomek," a corruption of the name of the Potowameke Indians who lived further south. When Smith arrived, he encountered the Dogue Indians, another Algonquin tribe who were apparently permitted by the Iroquois to live in the area unmolested.[4]

The first major landowner in the Quantico area appears to have been Giles Brent, who first settled in Maryland with claims to land also claimed by the Calverts. By 1647, Brent moved to Virginia, filed new claims, married the Indian Princess Kittamaquad, and built a plantation named Woodstock on the northern bluff overlooking the mouth of Aquia Creek.[5]

That portion of the Marine base north of Little Creek, a stream bordering the main access road to the base, was part of a 2,000-acre grant made in 1654 to Nicholas Martiau, an ancestor of George Washington. The base south of Little


ALEXANDRIA
MT. VERNON
Occoquan River
OCCOQUAN
Quantico Creek
DUMFRIES
Aquia Creek
AQUIA
STAFFORD
FREDERICKSBURG
Potomac River
Rappahannock River
York River
WILLIAMSBURG
JAMESTOWN
YORKTOWN
James River
N
0 10 20 30 40
MILES
EARLY VIRGINIA

Creek was part of a 5,211-acre tract patented in 1657 by Royal Governor Samuel Mathews.

Early settlements and plantations were confined to the flatlands bordering the Potomac with the hills west of the river remaining essentially uninhabited until the early 1700s.

Mathews' tract was acquired by Reverend Alexander Scott from Samuel Mathews, grandson of the governor. Scott was rector of Overwharton Parish from 1701 to 1738 and his domain included most of present Prince William, Stafford, Fauquier, Fairfax, Loudoun, and Arlington counties. The Overwharton chapel was located on Quantico Creek. Scott once said the parish was so large its boundaries were unknown, although later he described it as a strip along the Potomac "... inhabited near 80 miles in length and in some places near three miles, in other near 20 miles in bredth." [6]

In 1724 Scott purchased "Dipple" plantation, a dark gray, plastered-brick house centrally located within his parish.[7] The "Dipple" house stood on a knoll just south of the present day crash boat pier and overlooking the Marine Corps Air Station. The Scott family graveyard southwest of the house was disinterred and removed to the Acquia Creek Churchyard.

The Dipple plantation was centrally located in Overwharton parish when the Reverend Alexander Scott purchased it in 1724. The house, which disappeared about 1955, was on a site which is part of the development test area south of the seaplane hangars. The wooden barracks presently used by the OCS stand on what was once an orchard. (Dipple File, Special Projects Section, Marine Corps Historical Center).

With the help of King George of England, the Giles Brent descendents acquired most of the land south of Little Creek and formally established Brent's Village, or Aquia (originally spelled "Acquia") Village. In 1680 the Virginia Assembly ordered that a permanent wharf and warehouse be built there to service the growing tobacco trade. Although many area planters and their London agents preferred to ship from their own wharves along the Potomac, a village still grew rapidly.[8]

Aquia Village became the largest tobacco port in the area, a fact of special importance since tobacco was used as currency. It was also a bustling stopping point on the north-south routes between New York and Florida, and had a reputation as a "fun" place, with whiskey at 60 cents per gallon, horse races, cock fights, and a variety of other sporting events.

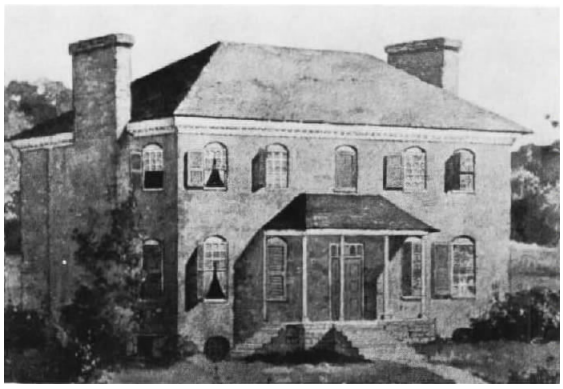
The Aquia Episcopal Church was built in 1751, burned down in 1754, and rebuilt in 1757. It still stands. Members of the Brent family are buried not far from the church, and a communion service written by Reverend Alexander Scott in 1738 is preserved. Headstones in the church graveyard date back to 1697.

As early as 1686, groups of Scots immigrants sailed up the Potomac and stayed. Some settled on the Maryland side of the river while others formed a settlement several miles north of Aquia at the head of Quantico Creek, about two miles from the creek's juncture with the Potomac.

The river trade in shipping tobacco to Europe and other colonies soon came to be a most profitable business. Warehouses and wharves sprang up along the creeks that fed the Potomac where tobacco could be delivered, stored, and loaded directly on ships or on flatboats where the water depth required that ships anchor offshore.

Scottish ships from Glasgow, Dumfries, and Leith came up the Potomac during the late 1600s and early 1700s to get their share of the lucrative tobacco trade. Settlers from Scotland already here were deeply involved in planting, transporting, and shipping tobacco.[9]

With the union of Great Britain and Scotland in 1707, immigration by Scots increased dramatically.



Home of Alexander Henderson in Dumfries, Va. His grandson, Archibald Henderson, became the 5th Commandant of the Marine Corps. Watercolor, ca. 1900, artist unknown. (Henderson-Lee Collection, Special Projects Section, Marine Corps Historical Center).

A further impetus to immigration was the Treaty of Albany in 1722 which wrested the area from the Iroquois, although not much attention was paid to Iroquois claims prior to that time. The treaty gave official sanction to settlement of lands away from the Potomac. The English claimed that northern Virginia had been deserted by the Iroquois and thus should be opened for settlement. The Iroquois, who lost the argument, asserted that they never intended to live in the area, but only wanted to keep it for a hunting preserve.[10]

The treaty, the unification of Great Britain and Scotland, and the commercial potential of tobacco prompted a great influx of Scots-Irish immigrants during the 1720s, many of whom moved to the "highlands" to the west of the Potomac. Many immigrants paid for their passage by serving as indentured servants for four to five years.

Religious persecution in nearby Maryland prompted many colonists to move across the Potomac to Virginia. According to some sources, the Protestant Scots were more welcome in Virginia than their Catholic predecessors, and the competition between the religions lasted for many years.[11]

Prince William County was organized in 1731 and included the present counties of Prince William, Fairfax, Fauquier, Loudoun, and Arlington. When the county was formed, there were already several public tobacco warehouses, or custom houses, in the area. The first was built on Quantico Creek on Robert Brent's land in 1713, but burned in 1732. A second custom house was built in 1730. A network of ferries also sprang up to aid the growing tobacco trade.

The "Quantico Road" was opened in 1731 to give vital access from the western part of the county to the first Prince William Courthouse near Occoquan River. The road was extended to the Potomac Path, running past Quantico Creek warehouses, and following the north run of the creek westward to Independent Hill and later to the site of the second Prince William County Courthouse.[12] Much of this historic road is within the confines of the Marine Corps Base, and the site of the second courthouse is marked on Federal property with a permanent plaque.

The port which served the village on Quantico Creek was at the mouth of the creek, about one mile below the village itself. Landing stages and warehouses for tobacco and flour were built where the creek met the Potomac and the water was six or seven feet deep at high tide.

Wheat was milled in the village along the upper course of Quantico Creek and hauled to the wharves where it was loaded on flat boats and ferried to ships at anchor. Salted meat and lumber for barrel staves were also valuable products.

Large ships probably never came up the creek or to the village because of shallow water. Even by 1740 observers noted that the stream bed was partially filled with mud and that the marshes had grown in the past few years. During 1740 a canal was built along the north bank of Quantico Creek to aid in transporting exports from the village to the landing.

Commercial activities of the village on Quantico Creek flourished. The flour mills hummed, casks of tobacco continually arrived from the plantations, and provisions for visiting ships were readily available. A busy trade was carried on with England, Scotland, and the northern colonies, shipping tobacco out and receiving manufactured goods and luxuries in return. A vigorous trade with the West Indies for rum and salt was also carried on.

As early as May 1740, the Scottish inhabitants of the village petitioned for a formal town on Quantico Creek, but were unsuccessful. Those opposed, who had property interests elsewhere, demanded that if a town were to be chartered, it would have to be further north near the first courthouse on the Occoquan. The Scots agreed to accept a town in each location, but were still unsuccessful. Subsequent petitions in 1742 and 1744 were also denied.[13]

In 1742 Prince William County suffered a sizable territorial loss when almost 1,000 square

"Inn at Dumfries, Va." located along the colonial stagecoach road which ran from Woodbridge to Fredericksburg. Watercolor, ca. 1900, artist unknown. (Henderson-Lee Collection, Marine Corps Historical Center).

miles of land were taken away to form Loudoun and Fairfax Counties.[14]

Despite the diminished size of the county, by 1749 the growing population on Quantico Creek coupled with the lucrative tobacco trade and commercial importance of the settlement forced the Virginia Assembly to authorize formation of the Town of Dumfries, the first of the county's seven towns established prior to 1831 and the largest one in Virginia at the time.[15] As officially chartered, Dumfries was on Quantico Creek on the land of John Graham, a prosperous Glasgow merchant, and was an extension of the earlier village built on higher ground. The new town of 60 acres was situated about half a mile closer to the Potomac than the original village. The name "Dumfries" came from the city by the same name in Scotland about 65 miles southeast of Glasgow.

Dumfries grew rapidly from the start. It was formed at the time when Virginia commercial representatives in Scotland began to understand the great potential of tobacco as well as the threat of competition from other settlements. Scots merchants and trading companies promoted the building and improvement of roads into the back country and set up warehouses and stores at strategic points. Increased warehouse facilities were authorized for Dumfries itself in 1753 and again in 1759. The town was officially expanded in 1759 and 1761.[16]

Estates along the river blossomed as tobacco became more and more important. Great homes were built by the rich Virginia aristocrats and planters. Scots merchants made Dumfries prosperous and the commercial heart of the area. According to one observer at the time:

> . . . the Caledonians who came to this part of Virginia seem not to have been a dour folk. They ate, drank, and were merry in taverns and in homes of no mean sort; and though they could drive as good a bargain as any man, they could crack a joke over a bottle of ale. Dumfries continued to flourish after a manner scarcely characteristic of towns in this agrarian state of Virginia that entertained an antipathy to gregarious living.[17]

With the growth of the town, the trappings of urban civilization were brought to Dumfries. Formal balls, tea parties, and social events of all types were the order of the day for the wealthy planters, merchants, and their families. The Dumfries Playhouse was even frequented by George Washington.[18]

By 1759 the "Quantico Road," which had originated years before, now stretched across the Blue Ridge Mountains into the Shenandoah Valley. A second, parallel road was built in 1761 along the ridge between the forks of Quantico Creek. According to the petition submitted to the Assembly, the second road was needed because of the volume of tobacco traffic coupled with the hope that the new road would be dryer since it was on higher ground than the old one. The petitioners also believed that a new road and the increased traffic it would bring would encourage construction of additional warehouses along the creek.[19]

The area around Quantico is aptly called "George Washington Country." Washington was born to the southeast in Westmoreland County, and when he was three years old his family moved to a location north of Quantico which became Mount Vernon. Three years later, the family moved to Ferry Farm on the Rappahannock River, south of Quantico and opposite Fredericksburg.

When the news was received in mid-1774 that Boston Harbor in Massachusetts had been closed by the British because of colonial opposition to a tax imposed on tea, Fredericksburg to the south of Quantico was the first community in Virginia to draft "Resolutions," on 1 June 1774, protesting the British action.[20] Only five days later on 6 June 1774, the citizens of Dumfries issued the "Dumfries Resolves," condemning British taxa-

tion, British control of trade, infringement on the civil rights of colonists, and urging anti-British actions.[21]

During the Revolutionary War the Quantico Creek village became a main naval base for the Commonwealth of Virginia's 72-vessel fleet on which many Virginia State Marines served. The base was a depot for storing and issuing supplies and naval equipment to Virginia's navy. Quantico Creek itself served as a sheltered anchorage for small American ships.[22]

The Quantico area did not see much action during the Revolutionary War. It was, however, in a critical location separating the war in the north from the fighting in the south, and lay astride the important routes traveled by the opposing armies. Present U.S. Highway 1 bordering the Marine Base is called the "Washington-Rochambeau Road" and was heavily used by British, French, and American armies in moving troops and supplies from one theater of war to another. A Revolutionary War encampment was just off the highway on Federal property.

In July of 1776, former Virginia Royal Governor Lord Dunmore sent a small fleet up the Potomac searching for "rebel" ships and stores. His forces landed near Aquia Creek below Quantico, burned the home of William Brent, and moved up to the mouth of the Occoquan River north of Quantico.[23]

Later in the Revolution, Colonel Henry (Light Horse Harry) Lee, father of Robert E. Lee and a native of Prince William County, reported in April 1781 that a raid was expected on Dumfries by British naval forces. Local militia were hastily armed and mustered, but the attack never came. Lee also urged that several troops of cavalry be raised around Dumfries to keep track of British movements.[24]

Revolutionary War General Nathanael Greene passed through the Quantico area in 1783. His carriage broke down near Dumfries and he was forced to remain overnight. His only recorded observation of the town was that it stood on a creek that emptied into the Potomac.[25]

Richard Henry Lee, father of Light Horse Harry and one of the original town fathers of Dumfries, signed the Declaration of Independence. The senior Lee, along with Colonel William Grayson, Washington's aide-de-camp and a native of Dumfries, were members of the Continental Congress and were the first senators from Virginia to the Congress of the new United States.

Aside from Light Horse Harry Lee and George Washington, other Revolutionary War greats came from the vicinity. John Paul Jones was a resident for a time of Fredericksburg to the south, and the area also gave Generals Hugh Mercer, George Weedon, William Woodford, and George Rogers Clark to the American cause.[26]

Although not a Revolutionary War participant, Archibald Henderson, the fifth Commandant of the Marine Corps from 1820 to 1859, was born on 21 January 1783 near Dumfries.

The first organized stage coach lines running through the Quantico area appeared during the Revolution. The initial line ran from Dumfries to Fredericksburg. Reports of these early stage operations indicate that the runs were extremely hazardous because of the flimsy bridges spanning the many creeks and rivers. During heavy rains, bridges were often severely damaged or completely washed away.

Efforts to force the Virginia Assembly into building adequate bridges were fruitless. Parson

Archibald Henderson as a young man. Oil, artist unknown. (Henderson-Lee Collection, Special Projects Section, Marine Corps Historical Center).

Weems of Dumfries offered in 1791 to raise the necessary funds by conducting a "lottery" along the roads threatened by heavy rains, with the prizes to be his own valuable books. His offer to raise one thousand dollars by this method was not accepted, however.[27]

A second stage line operated between Dumfries and Alexandria to the north. This line, established around the turn of the century, was headquartered in Dumfries and consisted of 24 horses, 2 large passenger stages, 2 mail stages, a stable, and grazing lot.[28] A third stage line established in 1836 linked Occoquan and Petersburg and ran through Dumfries.[29] One of the original buildings used on these early stage lines still stands in Dumfries.

By the end of the Revolution, silting at the mouth of Quantico Creek had increased so much that commercial trade was all but cut off. Bertran Ewell and other local property owners tried to revive the trade by establishing in 1787 the villages of Newport at the creek mouth and Carrborough on the south side of the creek on what is now Marine Corps property. Their efforts failed.[30]

The situation was so bad by 1793 that one of the two customs houses in Dumfries was closed for lack of business. The "Quantico Company" was chartered in 1795 in a vain attempt to improve navigation in the mouth of the creek and the company survived until 1834.[31] Aside from the silting problems, Dumfries' fall as a commercial center can also be attributed to a lack of farsightedness by its once industrious merchants.

Tobacco was always the primary lifeblood of the town with other salable products far behind. Dumfries' merchants never sought out an alternative to the lucrative tobacco. When the Revolution forced businessmen and trading companies of Europe to turn from tobacco to sugar and other commodities available in the West Indies, Dumfries suffered. Even after the Revolution, the tobacco trade through Dumfries never regained its former position and the many importers in Scotland abandoned Dumfries for trade with the West Indies. Other Virginia communities had made the transition during the Revolution from tobacco to flour and other products for which there were markets in the colonies. But Dumfries did not change.[32]

Bishop Meade, a traveler through the area, observed in 1819 of Dumfries that "... once the mart, the scene of gaiety and fashion, the abode of wealthy merchants, all is now in ruins ... the pines have covered the place where the church once stood ... desolation reigns around."[33]

During the Nation's second war with Great Britain, the War of 1812, the east coast of the United States and the Potomac River in particular were again in danger of British military action. In 1814 British ships were anchored in the Potomac off Quantico Creek, and in August of that year the citizens of Dumfries were again warned that their town was to be attacked. The "Vigilantes" were hastily organized to watch British movements and oppose any intrusions. A terrible storm, however, hit the area, discouraging the British, and canceling their attack plans.[34]

One of the first times the Quantico area came to the attention of the Marine Corps was in 1816 when a small group of Marines were going from Philadelphia to Washington by ship. Their vessel became halted in the ice on the Potomac, and the Marines had to debark. Marching inland to the town of Dumfries, they met a young officer, Captain Archibald Henderson, who lived not far away. Henderson sympathized with the plight of his fellow Marines, and deciding that it was too far to march to Washington in the icy winter, he hired a wagon for them and sent them on their way.

After the War of 1812 the commercial importance of the Quantico Creek area continued to diminish. Cotton replaced tobacco as a prime export for southern growers as the industrial revolution took hold in Europe and in the northern United States. With cotton, the focus of commercial attention moved further south. Towns around Quantico—Georgetown and Alexandria to the north, Manassas to the west, and Fredericksburg to the south—became important as ports, railroad terminals, or both, while Dumfries and the other villages along the Potomac merely continued to exist.

With the cotton trade and the feudal system of slavery and plantations that originated in the tobacco era, the divisions between the North and the South became more pronounced and led to the Civil War—a time when the Quantico Creek area again had a role of importance..

CHAPTER II

THE CIVIL WAR TO WORLD WAR I

With the surrender of Fort Sumter in the harbor of Charleston, South Carolina, on 13 April 1861, the Civil War began in earnest. After Sumter, President Lincoln called for 75,000 volunteers to put down the rebellion and President Jefferson Davis of the Confederacy asked for 100,000 to keep it going.[1]

Virginia seceded from the Union on 17 April and the city of Washington feared for its safety with "rebels" just across the Potomac River to the west and the south. Washington became a huge military camp as the Union recruits poured in to allay the government's fears of invasion. The Capitol itself became a barracks and tent camps sprang up on all available land.

A couple of miles away soldiers of the new Confederate States of America built their own armed camps across the Potomac with the main troop concentration 25 miles south in Manassas.

Control of the Potomac, a natural barrier between the two armies, became very important to both sides. The Confederates brought up guns from the captured Norfolk Navy Yard and installed some at Alexandria, others at Aquia Creek 45 miles south on the Potomac, and still more at Mathias Point further south on the river. Aquia Creek was an important railroad junction and port for the Confederates.

Within a few weeks of the fall of Fort Sumter the Confederates used their guns at Alexandria to fire on Union ships near Washington—much to the dismay of Lincoln's government.

The Union's primary objective was the Confederate capital of Richmond 90 miles south of Washington. But before a move against Richmond could be made, northern Virginia and the banks of the Potomac had to be in Union hands or Washington would be in danger.

Union troops quietly crossed the Potomac on 24 May 1861 and seized strategic locations in Arlington and Alexandria, putting the Confederate guns out of business. Later in the month, Union troops occupied Newport News and Fort McHenry at the mouth of Chesapeake Bay.

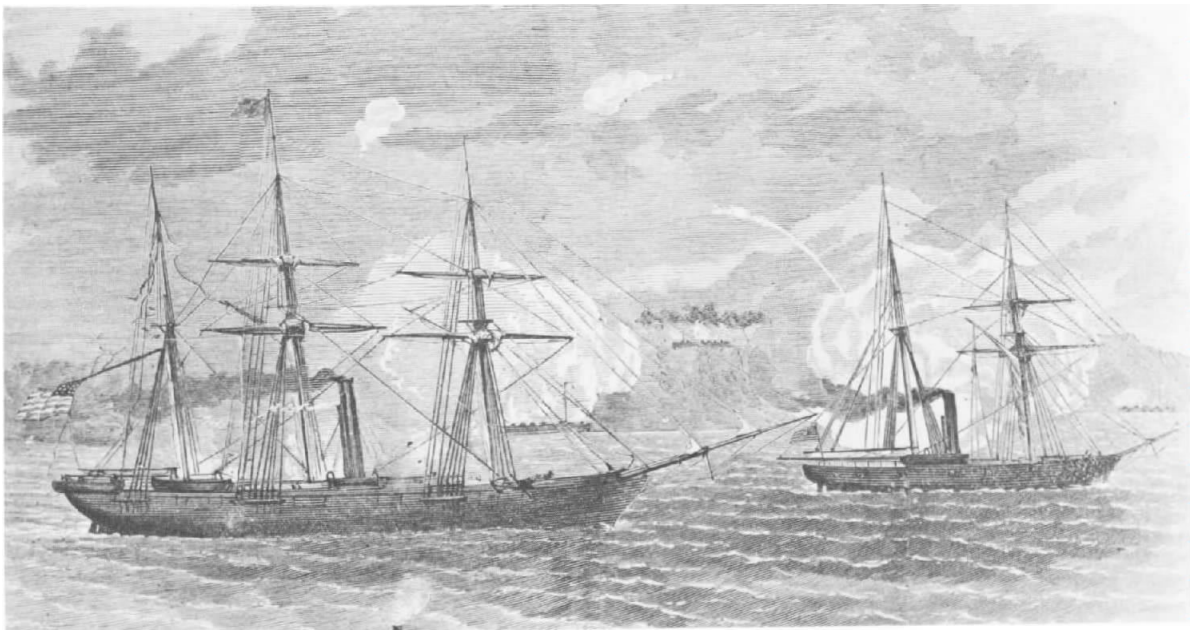
On the 1st of June, four Union steamers, including the USS *Pawnee* and USS *Anacostia*, began shelling the Confederate batteries at Aquia Creek. After seven hours of firing, which reportedly included 597 rounds fired by Union ships and 75 by Confederate batteries, the ships retired across the Potomac with neither side suffering much damage. The Confederates reported their only casualties were one chicken and one horse. The Confederate gun positions at Mathias Point were attacked four days later without decisive results.

Confederate Colonel Daniel Ruggles, commanding the Aquia Creek positions, feared that Union troops would make a landing in his area and appealed for more guns and infantry. Several Confederate regiments were moved to the banks of the Potomac to oppose any invasion.

Ruggles suggested on 4 June 1861 that it would be feasible and desirable to set up gun batteries in the Evansport area of the Potomac, now on Marine Corps property, because "... that point is important in connection with the position at Manassas Junction as well as the avenue of approach from the Potomac to Fredericksburg." [2]

The batteries at Aquia Creek and Mathias Point remained until the spring of 1862, but their importance diminished greatly when more extensive batteries were established farther north.

While the Union Navy and the Confederate guns troubled each other on the Potomac, the Federal army was beginning to make a major move. Prodded by cries of "On to Richmond!" Union General Irvin McDowell marched his army slowly toward the important railroad junction at Manassas on Bull Run, 25 miles west of the Quantico Creek area. The two armies, poorly trained and for the most part poorly led, met in the first major battle of the Civil War on 18 July 1861. The battle raged around Manassas through 21 July and ended in a rout for the Union. Federal troops ran



The Union ships Seminole *and* Pocahantas *engaging the Confederate batteries at Evansport (Town of Quantico). (USMC Photo 531625).*

back to the security of Washington along with hundreds of civilians and government officials who had come out on that pleasant day to picnic and watch the battle.

Included in McDowell's army was a battalion of U.S. Marines under Major John G. Reynolds. The 448-man unit was supporting a battery of Regular Army artillery. The Marines gave a good account of themselves during the battle until the final moments when the South got the upper hand. Jeb Stuart and his Confederate cavalry overran the Marines' position. The Marines along with their Army companions made a quick withdrawal to Washington where they regrouped, protected Confederate prisoners from unruly mobs, and helped restore order.[3] As a result of the battle, both sides were shocked and disorganized.

Union General McDowell was relieved by George B. McClellan, who was fresh from minor victories in northwestern Virginia. McClellan rounded up the disorganized army, restored discipline, and trained his growing force into an army in fact, a task that took many months.

The U.S. Navy, meanwhile, began a campaign to bring peace and order to the Maryland peninsula bordering the Potomac, and on 19 August 1861, 200 U.S. Marines were assigned to the Navy's Potomac Flotilla to help search for Confederate sympathizers and arms.[4]

While McClellan's men learned how to be soldiers, the Confederates reorganized and decided to leave the next big move up to the North. Manassas was refortified, Stonewall Jackson rode off to the Shenandoah Valley to annoy the North and prevent Union intrusion from the west, Confederate infantry took up positions on hills overlooking Washington, and plans were being made to install more guns on the Potomac to effect a blockade against Union shipping. Aside from military purposes, the blockade was retaliation for the Union blockade of Southern ports on the Atlantic and along the Gulf coast.

The area south of Washington and just above the Occoquan River was the ideal spot for a blockade since the Potomac was narrower than anywhere else nearby. But the proximity of the Union Army and Navy to the north prompted the Confederates to look further downriver.

After the Occoquan, the Quantico Creek vicinity was the best choice for setting up gun batteries to impede Union use of the Potomac. There were several locations where the river bank jutted out making narrow points where artillery could reach anything on the water.

Freestone Point was one such location, as was Cockpit Point half a mile below present Cherry Hill, and Possum Point where there is now a power plant, and Shipping Point on the south bank of Quantico Creek and now the site of the

Naval Hospital, Quantico, and a half mile south of that was Evansport.[5] These positions dominated the Potomac and some were backed by hills which rose to 100 feet above the water and provided additional artillery sites.

At Evansport the projecting shore was almost one mile long and ships trying to move down the Potomac could be kept under fire for a long time. There were good roads to Manassas to the west and Fredericksburg to the south. The name "Evansport" came from a local landowner who had built a fishing wharf on the river bank and had his home behind the wharf on "Rising Hill" where now the quarters of senior Marine Corps officers stand.

Evans was apparently involved in a clandestine Confederate trade and mail service carried on with sympathizers on the Maryland, Union-occupied side of the Potomac.[6] Boats with muffled oarlocks crossed almost nightly from Maryland shores to Quantico Creek. When caught, the smugglers were taken to the Washington Navy Yard, some with their boats, while other boats were burned on the spot.[7]

By September 1861, work was well underway on the new gun positions. Commander Frederick Chatard of the Confederate States Navy supervised the work while troops of General I. R. Trimble's Brigade provided the labor. An initial, optimistic report by Confederate General Holmes indicated that the blockade could be effected with only two guns, either 32-pounders or 8-inch Columbiads.[8]

General Robert E. Lee was reluctant to accept this report and sent Commander C. H. Kennedy, CSN, to Quantico Creek for another study. Kennedy estimated the shore-to-shore distance to be about 2,500 yards and discovered that there were two channels in the Potomac, the main one on the Virginia side and a narrower, shallower one on the Maryland side. He also learned that ships drawing more than 12 feet of water would have to use the Virginia channel—right under the Confederate batteries. Kennedy was confident the river could be closed to traffic but felt that more guns would be needed than Holmes had estimated.[9]

By 9 September at least eight heavy guns were at the scene, including weapons captured at Manassas, with more guns on the way. Although records are incomplete, it appears that there were at least seven separate batteries with four or more guns per battery for the downriver positions, but only one long-range gun for the positions in the north.

One position was at Freestone Point, bare of cover and near the shore. The emplacements were V-shaped, with the point of the "V" facing upriver. The Cockpit Point battery was on a hill masked with pines. It, too, was a "V" emplacement. Possum Point, south of Cockpit Point, had two batteries on the shore with little concealment. A heavy battery of five guns was located on Shipping Point at the mouth of Quantico Creek where quarters for officers of the Naval Hospital now stand. This position was level and open, about 25 feet above the river. Another battery of the Shipping Point emplacement was located on a hill behind the main position, where the Amphibious Warfare School now sits.

The Evansport position was on a peninsula backed by wooded hills, and extended from the present site of the Communication Officers School almost to the mouth of Chopawamsic Creek. Batteries were also located on "Rising Hill" behind the main Evansport batteries.

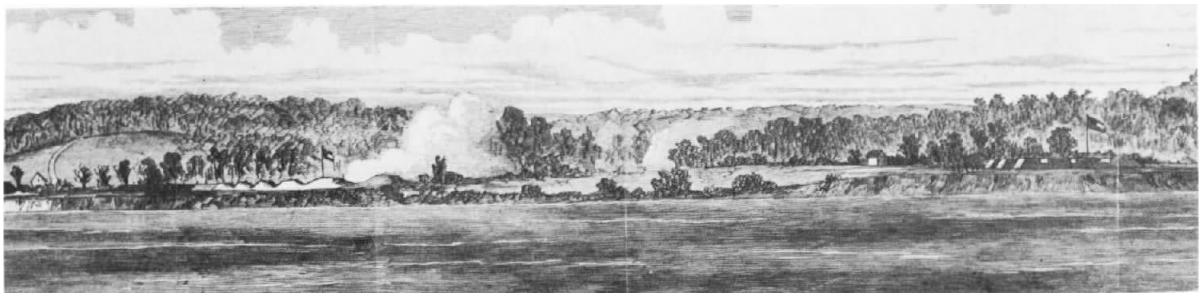
The heaviest concentration of guns was in the Shipping Point-Evansport area; there, batteries were relatively close together and defenses were continuous. Individual artillery pieces were often moved from one position to another.[10]

It did not take long for the Union forces across the Potomac to find out about the new gun positions. Lieutenant Edward P. McCrea, USN, commanding the USS *Jacob Bell*, told the Secretary of the Navy on 24 September 1861 that he had valuable intelligence concerning Confederate batteries in the Quantico Creek area.[11]

According to McCrea, a Confederate army lieutenant who was a native of Wisconsin but serving in an Arkansas regiment deserted and floated across the Potomac on a raft to where the *Bell* was anchored. The Confederate confessed that he had helped emplace four rifled guns and one 64-pounder at Evansport, and other guns along a one-and-one-half mile stretch of the river bank. Control of the guns was under a Lieutenant Simms, formerly of the U.S. Navy.

The deserter reported that there were about 10,000 Confederate infantry within a one-and-one-half hour march of the gun batteries. The Confederate plan, he said, was to keep the guns hidden behind trees and bushes and then surprise Union ships at the most opportune time. A reconnaissance by Federal ships confirmed that something was being built although no weapons were seen.[12]

The Union Navy made its move on 15 October to uncover the suspected Confederate batteries. As Captain Thomas P. Craven, USN, commanding



The Potomac River was blockaded by Confederate batteries and encampments near Quantico Creek. The rough earthworks on the left were at Evansport, while the Confederate fort embrasured for four guns was on Shipping Point (present day Hospital Point). (USMC Photo 531623).

the Potomac Flotilla observed from the USS *Yankee* off Occoquan River, the steamers USS *Pocahontas* and *Seminole* moved downriver about mid-morning to engage the batteries.[13] The *Yankee* did not get involved because of a crippled engine.

The *Pocahontas* went first and dropped about 10 rounds on the gun positions. Realizing that they had been discovered and were under attack, a large group of Confederates frantically cleared away the concealing foliage in front of their guns and prepared to give battle. When the *Seminole* was opposite Evansport, the Confederates opened fire with 10 guns, several of which were rifled and large caliber. For 20 minutes the ships and shore batteries exchanged fire. The Navy estimated that about 35 rounds were received from the Confederates while the two ships had fired 20.

The *Seminole's* captain later reported that three batteries had fired against him, two were on the river bank and one was 400 yards inland on high ground. His return fire, he said, landed within the Confederate positions. He also saw several battalions of Southern troops moving around behind the gun positions.[14] The *Seminole's* crew had several wounded but no dead. It received several direct hits and was temporarily disabled.

On the next day the USS *Pawnee* along with two smaller ships came down the Potomac again to test the Confederate batteries. As dawn broke, the Southern guns opened fire from Shipping Point and Evansport and turned the Union ships back. Although damage to the Potomac Flotilla was slight, discovery of the batteries did halt Union troop transports from proceeding downriver.[15] The brief exchanges of gunfire, however, gave the Federals an idea of the batteries' strength and location.

After the engagement, Captain Craven of the Potomac Flotilla told the Secretary of the Navy that:

> So long as that battery stands at Shipping Point and Evansport, the navigation of the Potomac will be effectually closed. To attempt to reduce it with the vessels under my command would be vanity. Had our army occupied the points opposite as I have suggested in two previous communications, this insult would not have been perpetrated.[16]

"Fighting Joe" Hooker was in command of Union troops across the Potomac. His camps were well inland although all potential ferry landings and other crossing points facing the Confederates were strongly fortified. As his force grew, Hooker considered taking action against the Confederates across the Potomac. He first planned to set up heavy guns on his side of the river that could put the Confederates out of action. He estimated that at least 50 guns ranging up to 11 inches in caliber and a large number of 10-inch mortars would be needed. Hooker's artillery experts, however, convinced him to abandon the idea. Because of the range involved, the complete destruction of the Confederate positions was considered unlikely.

Although this plan was never implemented, Hooker did install some guns on the river bank to harass the Confederates and also to protect the Union positions against Confederate ships and landings by Southern troops.

As the Confederates were readying their gun emplacements, they were also equipping a large schooner, the *Martha Washington*, which was anchored in the mouth of Quantico Creek. Word of this project soon reached the Federals across the river and during the early morning hours of 11 October 1861, three small Union boats crept across the Potomac into Quantico Creek. They found the schooner tied up near shore with only one sentry on board. In short order the Union

raiders collected furniture from the schooner's cabins and set the ship on fire, destroying it completely; then they returned safely to their own lines.[17]

Later in October, the Confederate States Ship *George Page*, which had been anchored in Aquia Creek south of the Quantico area, ventured out and anchored near the Shipping Point positions. On several occasions, the *Page* moved across the Potomac and fired on the Union positions.

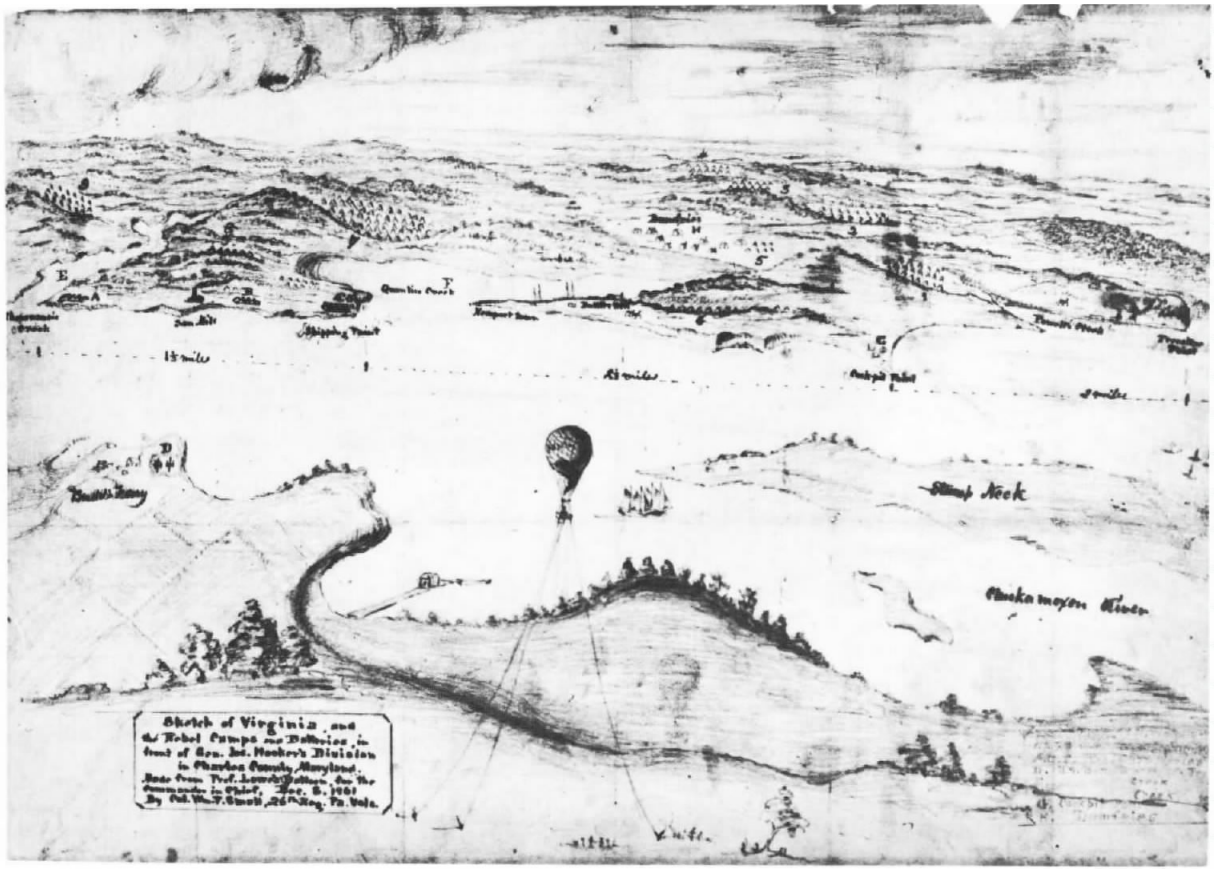
By mid-November Hooker had installed two rifled Parrott guns on his side of the Potomac on a 20-foot hill just opposite the Evansport batteries. Hooker's guns kept the *Page* under cover during the day, but at night she frequently crept out to keep the Union troops awake.

The *Page* was eventually moved into Chopawamsic Creek below Evansport where the creek was 150 yards wide and the ship could be hidden from Union observers. The Confederates feared the Federals would attack the *Page* as they had the *Martha Washington* and they built strong earthworks along the creek, installed supporting artillery nearby, and kept infantry at the ready. The *Page*'s guns themselves commanded the approaches to the creek.[18] A Union sailor had volunteered to go in and attempt to destroy the *Page*, but the proposal was turned down.

Confederate General Samuel B. French who had taken command of the area from Trimble in November, complained several times to Richmond about Hooker's guns. According to French, the open areas between his gun positions at Evansport could not be crossed without danger of Union fire, and a number of Confederates had been wounded.[19]

Two more guns, Whitworth rifled cannons with excellent range and accuracy, were erected by the Federals during February 1862 opposite Confederate batteries. These, also, scored numerous direct hits on the Shipping Point and Evansport positions.[20]

Meanwhile, Hooker came up with another plan for getting rid of the Confederate positions. This



Sketch of Virginia and the rebel camps and batteries, showing Quantico Creek, made from Professor Lowe's balloon on 6 December 1861. (National Archives).

plan was based on intelligence received from a Union observation balloon and indicated that the Confederate positions could be stormed by infantry. The balloon was operated by Professor T. S. C. Lowe, "aeronaut" and airborne military observer for the Union Army. Professor Lowe's "aeronautic train" required four large wagons to carry the deflated balloon and the equipment needed to make hydrogen gas for filling it. Operating at altitudes around 1,000 feet, Lowe and Union staff officers were able to observe much of the countryside across the river while remaining safe from Confederate fire.

Hooker's plan involved transporting about 4,000 troops across the Potomac to land, seize, and disable the enemy batteries. A portion of one brigade was to land at Aquia Creek, overrun the defenses, capture the Confederate supply base, and generally interfere with Confederate operations.

On the following day, two regiments were to be landed near Cockpit Point. Their mission was to "pinch out" the river batteries, march south, crossing Quantico Creek by boat below Dumfries, and join up with the force at Aquia. Hooker would then land artillery and using the heights north of Quantico Creek, reduce the remaining Confederate batteries. This plan, too, was never implemented, and the Confederates were left alone for a time.

Command of the now-exposed Confederate positions in the Quantico area was under General G. W. Smith from September 1861 until March 1862. Troop strength ranged from 7,000 men in October 1861 to almost 12,000 by March. This was more than one quarter of the total strength of the Confederate Potomac District.

The force included cavalry from Virginia and South Carolina, artillery from Virginia, North and South Carolina, and infantry from Texas, Georgia, Alabama, North and South Carolina, Tennessee, Arkansas, and Mississippi.[21]

A brigade under Wade Hampton had two regiments and two artillery batteries on the Occoquan River, a smaller force at Colchester, and one regiment near Occoquan village. The brigade held a line 10 miles long.

A Texas brigade under Colonel J. J. Archer, substituting for General L. T. Wigfall, who was attending to duties as a congressman in Richmond, had three regiments: one on Neabsco Creek, one on Powell's Run, and another at Talbot's Hill on Quantico Creek to cover the flank of the Evansport batteries. A unit from Alabama was at Cockpit Point and a regiment was in Dumfries itself. Four regiments with artillery were on Powell's Run three miles north of Dumfries. Cavalry was used as patrols and pickets along the entire river bank and to the north.

One of the units in the Quantico area was the 12th Regiment of North Carolina volunteers. This regiment was formed for 12 months service in Raleigh, N. C., in July 1861, moved to Richmond, next to Aquia Creek, and finally to Stafford Court House just south of Quantico in August. The regiment established "Camp Galloway" near the courthouse and was assigned to support the Evansport guns. One of the regiment's infantry companies manned the guns in Battery No. 2 at Evansport.[22]

Life among the Confederate soldiers in the Quantico area had its good points and its bad. Texas Private Robert H. Gaston wrote home on 26 October 1861 that:

> We are now in one half mile of the Potamac. We were marched down here on last Tuesday and the next morning our battery opened fire upon the Yankee vessels and since that time it has been firing upon every one that passed. We have all had the pleasure of seeing the cannonading. Two companies have to go on Picket guard every night in order to watch the river. This is very disagreeable as the nights are very cool and we have to stand, scattered along the bank without a spark of fire.[23]

A few days later on 5 November, Gaston reported:

> Tomorrow night our company has to go on Picket guard. This is the worst duty of all that we have to perform. We have to walk about four miles and then scatter along the river bank to guard it to keep the Yankees from landing and surprising us. We cannot have any fire and the wind blows very cold there on the beach and we almost freeze during the night.

On calm nights, pickets of the opposing armies were known to exchange insults across the Potomac, although there were also instances where pickets exchanged tobacco for coffee using rafts to float trade goods from one side of the river to the other.

The weather during late 1861 and early 1862 was anything but pleasant. Gaston wrote:

> We had a very disagreeable night . . . the wind blowed very hard. It rained a great deal so much that the pegs of our tents pulled up & a great many fell down . . . it rained all day Saturday . . . it is impossible for us to make a fire in our tents and when we get wet, we have to wait until it quits raining before we can dry our clothes. It is also very hard for us to cook on rainey days. We cannot get planks to make a screen from the rain so we have to cook in the rain or do without and we generally do the latter.

A chaplain assigned to the Texas regiment confirmed the poor winter weather. He noted:

> . . . there was but little of interest in our quarters, except rain, sleet, snow and mud, with which we were blessed in great abundance. How often it rained, and how deep the mud got before spring, it would be needless to tell any one with the expectation that he would believe it.[24]

The bad weather caused poor roads, which hampered the Confederate supply system. The soldiers, however, were not above taking advantage of what the local area had to offer. Gaston described on 28 January 1862, the "pressing into the service of the Confederacy" hogs from local farms, and reported:

> . . . there was a large, framed house in about a mile of our camps, from which we stole planks for our floor, also a panel door, a window pane and brick for our hearth and chimney back, & shingles to cover our house.[25]

Aside from the weather and the erratic supply system, Confederate soldiers had the Union army to worry about, too.

The Texas regiment had arrived in the Dumfries area on 8 November 1861. No sooner had it pitched tents when the men heard that the Federals were preparing to land on the Virginia side of the Potomac. The troops quickly moved north of Dumfries and prepared defensive positions. As soon as they got settled, they received another warning that the attack was to come further south. They quickly packed their wagons, leaving much baggage and equipment behind, and started off during the night down a muddy road. After 18 miles of slogging through the mud and the darkness, the alert was canceled when daylight arrived, and the troops set up camp.

Before they could cook breakfast, a courier raced into camp yelling, "The Yankees are coming!" and the regiment packed up again and marched back the way it had come the night before. After a few miles, however, it met another courier who told them it had been a false alarm.[26] Many days, many miles, and many temporary camps later, the Texans were allowed to settle in for the winter.

Reports from Confederate soldiers in the Quantico area described how time and again the wet and weary troops were called out and formed into line of battle in anticipation of an attack by Union troops. Occasionally, Federal troops did make raids across the Potomac. Usually these raids consisted of small groups of a dozen or so men with the objective of capturing a Confederate picket for the military information he might have.

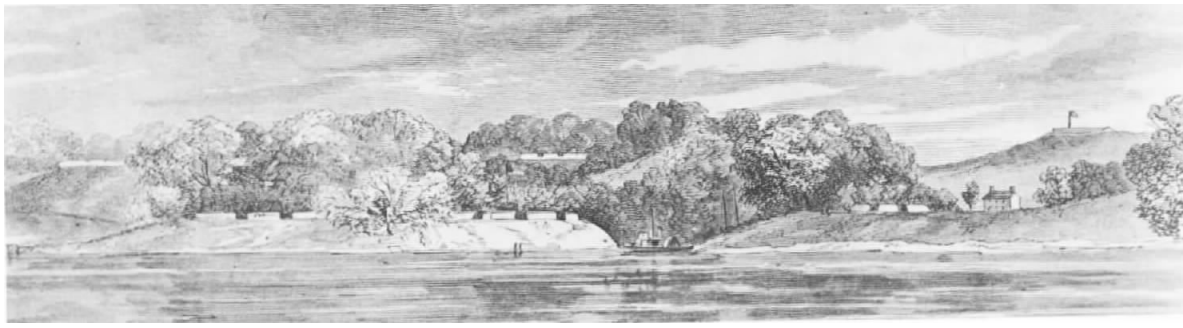
To the north of Quantico the opposing armies did have more direct contact with one another.

Both sides used mounted and foot patrols to gather intelligence, harass the enemy, destroy buildings used by the other side, disrupt supply lines, and to keep track of each other's patrols. Groups of Confederate and Union soldiers took turns ambushing one another and surprising each other when quartered in the houses in the area. One story tells of a unit of Georgia infantry that was dispatched from Evansport to ambush a Union scouting party, but got ambushed themselves. On the return trip, the Confederates were ambushed again, but managed to get in the last licks by staging still another ambush of Union scouts.

As the Union and Confederate troops skirmished in the Quantico Creek area and shot at one another on the Potomac, large-scale plans for the prosecution of the war were being made at the highest echelons. Smarting from the defeat at Manassas, President Lincoln urged that the North's next move be a second attack on the Confederates at Manassas. But McClellan didn't see it that way. Manassas, he said, was occupied by 150,000 Confederate troops, and the poor roads and bad weather during the winter of 1861–1862 made movement by the Union Army impossible. His estimate of Confederate strength was grossly exaggerated, but his description of the roads was accurate.

Both Lincoln and McClellan were concerned with the blockade of the Potomac in the Quantico Creek area, although they both apparently realized that the blockade's effect was more psychological than military. The blockade made the Union government appear helpless but had not done any great harm. The river was officially closed to large warships and commercial vessels carrying military supplies, but smaller ships often made it through. The Confederate gun positions were not as formidable as some thought.

Although the batteries were commanded by naval officers, they were manned by infantry troops who were not skilled artillerists. Proper use of the weapons was a real problem. In addition, the quality of the munitions was not the best. Confederate General French complained to Richmond a number of times about his ordnance. Often, French reported, a gun could not throw shells to the middle of the Potomac while at other times it could lob a ball well into Maryland.[27] There were also instances when guns exploded because of improper manufacture or overloading,



Confederate batteries at Evansport (Quantico), 1861. (USMC Photo 531622).

causing many casualties.[28] The truth was that Union ships willing to take the chance could usually make it safely by the Confederate batteries with little more than a good scare.

The Union Army and Navy were powerful enough to go down and clean out the heavily outnumbered Confederates if they wanted the Potomac opened up badly enough. The only problem was that with the Confederates holding a strategic position in Manassas, they could easily set up another blockade.

Lincoln wanted the Potomac cleared before any other major move was undertaken. One way to do this was to move against the Confederate strong point at Manassas. Another idea he considered was to send the newly completed ironclad ship, *Monitor*, up the Potomac to blast the Evansport batteries.

McClellan, on the other hand, maintained that the first objective was to get the Confederate Army out of Northern Virginia and once that was done, the Potomac would be opened up permanently. McClellan's plan was to move his army by water down the Chesapeake to Urbana, Virginia, where the Rappahannock River entered Chesapeake Bay. With the Federals threatening Richmond, the Southerners in Northern Virginia would have to beat a quick retreat to protect the capital, and the Potomac would be open.

While this was being considered, Confederate General Joseph E. Johnston, commanding the forces in Northern Virginia, was called to Richmond to consult with President Jefferson Davis.

Davis had concluded that McClellan would soon be making an advance against Richmond and that Johnston's forces would have to be moved closer to home. Johnston disagreed with any move before the end of winter, pointing out that he had many large guns that would have to be sent back, that he had a vast amount of camp baggage, supplies, and equipment for which he had insufficient transport, and that the weather and roads precluded any move, even if there were enough wagons and animals.

Despite the disagreement with Davis, Johnston had no intention of sitting back and waiting for McClellan to attack or to let him get between the Confederate Army and Richmond.

Johnston's troops made immediate preparations to move south. During the last week in February 1862, and the first week in March, most critical supplies were moved to the rear. Good use was made of the railroad running south from Aquia. By the end of the first week in March, Johnston concluded that the operation was taking too long—especially in view of some ominous movements by the Union Army—and ordered his troops to destroy or burn what they couldn't carry, and move out. The Confederates started to march south on the 7th of March and within two days the fortified lines were virtually empty. Food, camp equipment, private baggage, guns, and munitions were all left behind. Tents, cabins, and intricate defensive works were left in place partly because of the urgency to move south, but also to deceive the Federals as long as possible. Lowe's observation balloon still hovered over the Maryland shore eager to note any radical change in Confederate activity.

On the same day that Johnston began pulling his troops out, McClellan began a slow march south from Washington to Manassas with high hopes of meeting up with the Confederates there. The Union plan to move to the vicinity of Richmond by water had not been abandoned, only shelved temporarily.

As the last of the Confederates withdrew on 9 March, elements of the Union Army and Navy in Maryland reported unusual fires at Cockpit Point and Shipping Point. To Lieutenant R. H. Wyman

of the Potomac Flotilla, the fires meant the Southerners were burning their supplies in advance of moving out, and he sent ships across the river to shell the Confederate positions. After an hour of firing with no answer from the Evansport guns, Wyman concluded the positions had been abandoned. His ships also reported that the Confederate ship *Page* had been burned in place.[29]

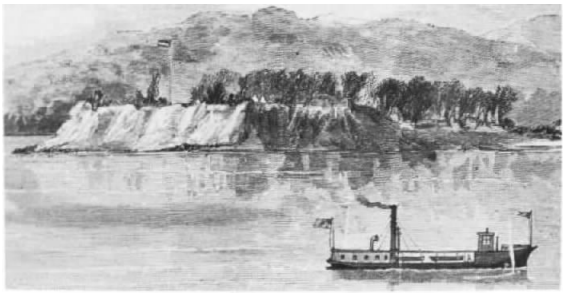
Later the same day, the USS *Anacostia* and USS *Yankee* ventured over to shell the positions at Cockpit Point without receiving any return fire. Landing parties, probably including U.S. Marines, went ashore and found the positions abandoned. Some of the guns had been disabled while others were still usable. The Union colors were raised and the retreat of the Confederates was confirmed.[30]

The following day a regiment of Union troops from Hooker's force crossed the Potomac and occupied the positions. A few Confederate rear guard troops were still feverishly destroying equipment, disabling guns, and blowing up magazines. Union troops saved some of the magazines by removing the slow burning fuses and disrupting the powder trains. Huge quantities of ammunition were captured, along with a great volume of other supplies.

Navy Lieutenant Wyman described the Confederate positions as being:

> . . . of a much more formidable nature than I had supposed, and great labor has been expended in their construction. The country around is lined with rifle pits and breastworks thrown up on a hill back commanding the rest of the Shipping Point batteries. The guns are of the best description, mostly United States guns; one an English rifle gun. From the direction on the boxes of ammunition I find that the Evansport batteries were commanded by Frederick Chatard, formerly a commander in the U.S. Navy.[31]

An Army observer noted that the battery positions were dug well into the river bank protected by embankments 15 to 50 feet thick making it virtually impossible for them to be severely damaged by Union gunfire. Magazines had been cut into the banks, and gun crews were protected by timber and dirt "bomb-proofs." Cannonballs, cannister, grapeshot, and shells were all around.[32]



Confederate battery at Cockpit Point, Potomac River, north of Quantico, sketched by A. Lumley. (USMC Photo 531624).

The Union troops found well-constructed camps of log cabins complete with floors, roofs, and even glass windows, although sanitary conditions were poor. The Confederates seemed to have been well supplied with food as Union patrols discovered a variety of foodstuffs ranging from beef and pork to coffee and salt, and even whiskey and candy.[33]

Large quantities of official records and private papers were found in the Confederate camps. One company's records indicated that almost half of the unit had died during the winter from one cause or another. Some regiments averaged one death per day. Disease apparently had been rampant and some units were almost totally out of action because of sickness.[34]

After several days of checking out the positions and material left behind, General Hooker reported to Washington that all the Confederate batteries had been abandoned and destroyed. Over the next month Union troops returned to the positions to salvage what they could and to burn the trash. During the same period Confederates from rear guard units crept back to their previous camps to destroy and recover supplies and equipment left behind.

With the realization that the Confederates had retreated, McClellan continued to march his army south to Centreville and Manassas and finding no Confederates in the way, paused to consider his next move. He resubmitted his plan for moving the army by water to the vicinity of Richmond, and got a reluctant approval from President Lincoln. Quickly McClellan marched his army back to Alexandria, boarded 400 transports on 17 March 1861, and set off down the Potomac now free of Confederates.

There was one major change to the original plan, though. Confederate General Johnston had withdrawn his forces from Northern Virginia and leaving some in Fredericksburg, placed the rest in the same area on Chesapeake Bay where McClellan had planned to land. This forced McClellan to move much further south to Fort Monroe at the tip of the James River Peninsula, further from Richmond than originally planned and at the end of longer supply lines.

McClellan's peninsular campaign was a failure, and Lincoln replaced him as general in chief

with Henry Halleck. He put John Pope in command of the army in Virginia.

As efforts were underway to return McClellan's army to the Washington area, Pope advanced south, moving through the Quantico area to a point south of the Rappahannock River by Fredericksburg. Most of McClellan's army returned through the port of Alexandria but many troops and supplies were landed at Aquia Creek, which became a major Union supply base where the army's needs were brought by ship and sent by rail to units in the field.

Lee took advantage of the temporary separation between the two Union armies and sent Stonewall Jackson to drive Pope back across the Rappahannock. As Lee held Pope's attention along the Rappahannock, Jackson swept westward to Manassas which was now a Union supply depot. Jeb Stuart's cavalry, meanwhile, raided Pope's rear in the Quantico area, disrupting supply lines and creating general confusion.

Pope broke away from the Rappahannock and went after Jackson. Anticipated by Lee, the move ended with Pope in a disastrous trap called the Second Battle of Bull Run fought on 29 and 30 August 1862.

Pope was replaced with McClellan, and Lee moved his Confederates north into Maryland. The two forces met at the town of Sharpsburg on Antietam Creek on 17 September, and although neither side won a clear victory, Lee's drive had been blunted and he returned south.

After Antietam, McClellan did not show enough initiative to please Lincoln and he was replaced with General Ambrose E. Burnside with Lincoln's urging that he do something—anything.

Burnside decided to move south again and fight Lee somewhere between Fredericksburg and Richmond. Burnside mustered 122,000 men opposite Frederickburg by 17 November. He procrastinated there long enough for Lee to gather his scattered forces and on 11 December 1862, Burnside moved across the icy Rappahannock and attacked the Confederate heights on the 13th. After 12,000 casualties, Burnside gave up the fight and pulled back north.

Lee remained in the vicinity of Fredericksburg, while Burnside was replaced with "Fighting Joe" Hooker. In April 1863, Hooker's army was sufficiently recovered from Fredericksburg to move again. Hooker decided to approach Richmond from the west and outflank Lee's army. He moved 12 miles west of Fredericksburg where Lee caught up with him at Chancellorsville, trapping him between two Confederate forces that together numbered less than half of Hooker's army. Hooker suffered 17,000 casualties at Chancellorsville and withdrew north on 5 May.

With his successes in Northern Virginia behind him, Lee tried a second invasion of the North and met the Federals at Gettysburg, Pennsylvania. This intrusion ended in the North's favor, and on 5 July 1863, Lee retreated to Virginia minus 28,000 men left on the field at Gettysburg. By the 14th Lee had crossed the Potomac and moved to the south side of the Rapidan River not far from Fredericksburg. The Union Army slowly followed him and camped on the northern side of the river until U. S. Grant was put in command.

On 4 May 1864, Grant pushed across the Rapidan and marched into the dense forests west of Fredericksburg aptly called the "Wilderness." Lee met him there, and after inflicting almost 18,000 Federal casualties, he sat back to watch the Federals retreat as they had done so often before. But Grant didn't pull back, and moved instead to Spotsylvania Court House, a small village at a crossroads 11 miles southwest of Fredericksburg. His position was between Lee and Richmond and was as good a place as any for another battle. Fighting erupted on 8 May and lasted 12 days, costing the Federals about 25,000 casualties and the Confederates considerably less.

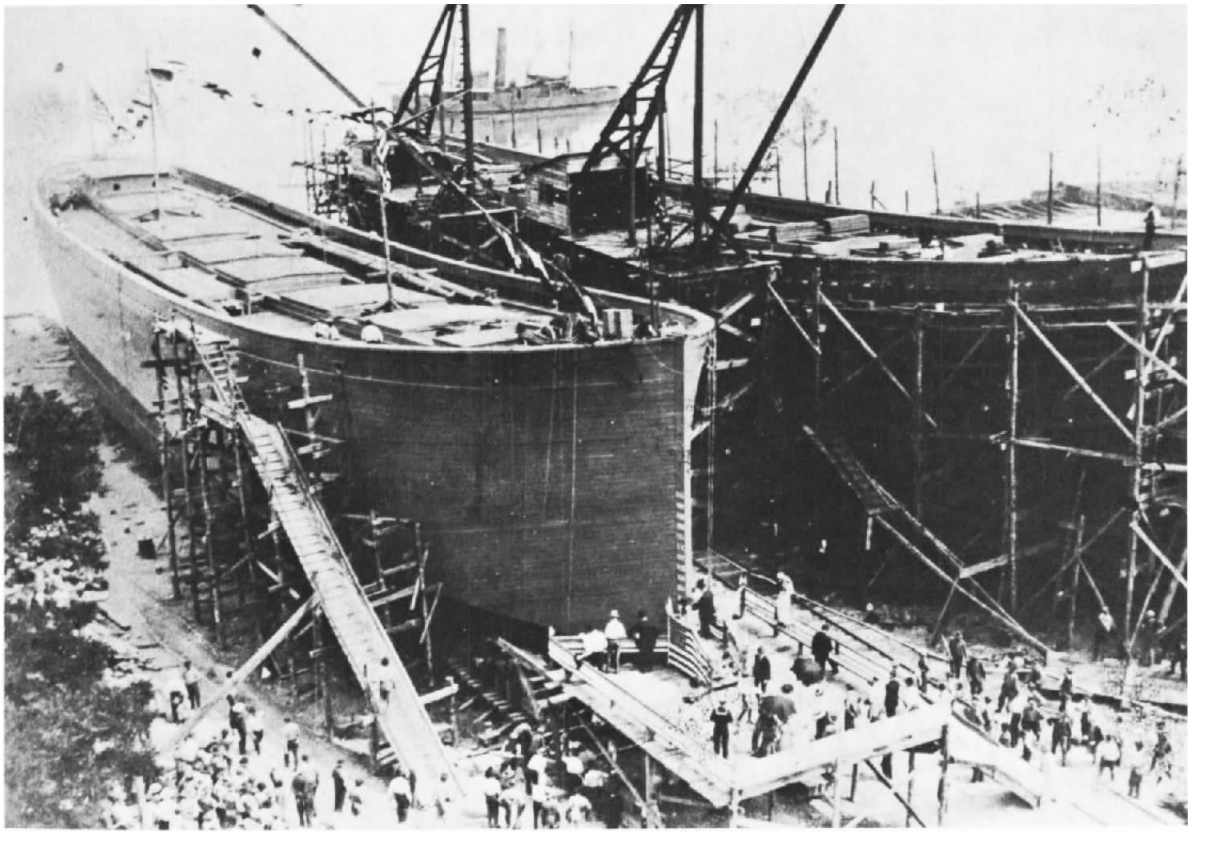
After Spotsylvania, the war moved out of the Quantico area to Richmond and Petersburg to the south, finally ending at Appomattox Court House west of Petersburg on 9 April 1865.

The Quantico area did not exactly thrive during the years immediately following the Civil War. Prince William County population dropped from 8,600 in 1860 to 7,500 in 1870, although a gradual climb to 9,200 by 1880 was realized.[35]

In 1872 the Potomac Land and Improvement Company was incorporated and decided to develop the Martiau tract of land which included that portion of the Marine Base north of Little Creek bordering the main access road into the base. No formal towns had been established on this land although one unsuccessful attempt had been made in 1788.

The Potomac Company had big plans for laying out this territory into ". . . farms, lots, streets, squares, parks, lanes, alleys . . . . wharves, workshops, factories, warehouses, stores, gas-works, and such other buildings." [36]

The company formed and incorporated the town of Potomac which included almost all the land between Quantico Creek and Chopawamsic Creek and westward to Telegraph Road which is



The Quantico shipyard located at present-day Hospital Point was one of the main industries in the area in 1916. (Quantico Photo 012–1286–15–75).

now generally U. S. Highway 1. This area is now the town of Quantico and the Marine Base. Potomac, however, did not make it as a town, and in 1894 its charter was withdrawn and its records stored in Manassas, which had finally been incorporated in 1873 after its important role in the Civil War.

In 1872, the Alexandria and Washington Railroad building south from Washington met at Quantico Creek with the Richmond, Fredericksburg, and Potomac Railroad coming up from the south.[37] This entire line later became the Richmond, Fredericksburg, and Potomac Railroad which still runs through the Quantico Marine Corps Base.

Although the town of Potomac did not meet the criteria to retain its charter, a small fishing village remained at the site. As the railroad business grew, the village became a railroad siding serving Dumfries and towns to the west, although fishing still remained the most important business for over half of the population.

The Quantico Company was formed after the turn of the century and took up the task of building a town where the Potomac Land and Improvement Company had failed. Although still listed officially as "Potomac," the village soon came to be called "Quantico" because of its location on Quantico Creek and because of the promotional efforts of the Quantico Company.

A big enterprise by the Quantico Company was to promote the town as a tourist and "excursion" center. Picnic areas were set up, the Potomac river bank was turned into pleasant beaches complete with dressing rooms and refreshment stands, and a flotilla of boats and launches were available for visitors.

The steamer *St. Johns* regularly stopped at Quantico, bringing picnickers and tourists from Washington, D.C., to the north and Richmond to the south. In one week alone during the summer of 1916, an estimated 2,600 visitors came to Quantico by launch, steamer, and train, with greater numbers predicted for the following tourist season.[38]

The Quantico Company advertised Quantico as "The New Industrial City" and offered lots 25 by 110 feet, and villa sites from 5 to 10 acres and laid out one street complete with sewers. At the same time, the company pushed for industry to come into the area.

Early in 1916 work began on the Quantico Shipyards located near Shipping Point on land now occupied by the Naval Hospital. By mid-1916 railroad sidings had been extended to the site and foundations for three steel-framed buildings had been laid. Reports indicate that enough ships had been contracted for by that time to keep the plants busy for more than a year. The company planned to build ocean freighters and tankers, with passenger ship construction predicted for the future.[39] The yard was advertised as one of the largest shipyards in the Western Hemisphere.

In addition, growing United States concern with the war in Europe prompted shipbuilding officials to report that they would soon be bidding for construction of U.S. Navy ships as well.

As a fishing village, excursion center, and now a shipbuilding center, Quantico was still not very large or significant, but it was here to stay. Within a year, the U.S. Marines would arrive and permanently put "Quantico" on the map and make its name known around the world.