
Site History

Development of the Site prior to the Siege

Earliest Human Occupation and Early Settlement

Vicksburg's location along the bluffs provided natural advantages for early human occupation: prospect, natural springs, relatively fertile soils in the bottomlands, and access to the river. The site may have been occupied as early as A.D. 200.¹³ Prehistoric artifacts found on the loess ridges rising above the creek beds that wind their way through the park suggest that the sites were periodically occupied by hunting or gathering camps. The bluffs and creek bottoms were probably used intermittently for low level horticulture, since the slopes within the park are generally too steep and erodible for extensive agriculture.¹⁴

Beginning in the mid-sixteenth century, Spanish, French, and British expeditions explored the area that was to become Mississippi. In 1540–1541, Spanish explorer Hernando De Soto became the first known European to enter the region. De Soto spent the winter with the Chickasaws and reached the Mississippi River in the spring.

On May 17, 1673, Father Jacques Marquette, a French missionary, and Louis Joliette, a fur trapper, began an expedition to explore the Mississippi River. They reached the area that is now Mississippi in July and traveled as far south as the mouth of the Arkansas River. Two years later, Robert Cavalier de La Salle navigated the Mississippi River to its mouth and claimed for France all lands drained by the river. In 1699, an expeditionary French and French-Canadian force established Fort Maurepas near present-day Ocean Springs, Mississippi. The purpose of the fort was to discourage Spanish and English incursions into the area claimed by France and to help protect French commerce and fur trading in North America.

In the early eighteenth century, as European settlers began to arrive in the area that is now western Mississippi, its inhabitants included the Natchez, Chickasaws, Choctaws, and Houmas. Early trappers and traders used existing native trade routes such as the Natchez Trace for exploration and commerce, and initial contact between French settlers and trappers and the native inhabitants was generally friendly.

In 1716, Fort Rosalie was established near the site of the future town of Natchez, Mississippi, and in 1719, Fort St. Pierre was established near the mouth of Yazoo River, approximately 12 miles north of Vicksburg. A small French settlement developed along the river. By 1729, “. . . a few extensive and many large plantations existed. . . .”¹⁵ At that time

13. Kevin Risk, *Draft Cultural Landscape Report, Vicksburg National Military Park* (Atlanta, Georgia: National Park Service, Southeast Region), undated [status report dated March 16, 2000], citing Crawford H. Blakeman, Jr., and Michael K. Collins, *Archeological Site Survey in the Vicksburg National Military Park: 1975*. (Mississippi State University, Department of Anthropology, 1975), 21.

14. *Ibid.*, 22.

15. *Biographical and Historical Memoirs of Mississippi* (Chicago: Goodspeed Publishing Co., 1891), 64, quoted in M. J. Mulvihill, Sr., *Vicksburg and Warren County Mississippi: Tunica Indians, Quebec Missionaries, Civil War Veterans* (City of Vicksburg, 1931).

settlement in the region occupied by the Natchez Indians, which comprised most of what would become the State of Mississippi, included approximately 750 French settlers, soldiers, and black slaves. The commandant at Fort Rosalie demanded that the Natchez Indians vacate one of their villages, including the site of a sacred mound, to make way for a new French farm. On November 28, 1729, Natchez warriors retaliated by killing French settlers with guns borrowed from the settlers for hunting. The Natchez promised freedom to the slaves who joined them in the uprising. Following the massacres, surviving settlers abandoned their claims at Fort St. Pierre and on the outlying plantations. Over the next few years, the French, aided by the Choctaw, struck back and by 1732 the Natchez ceased to exist as a tribe. In 1736, the governor of Louisiana, Jean-Baptiste Le Moyne de Bienville, led a force in two battles against the Chickasaw and their fortified villages in what is now northeastern Mississippi. The French and their allies were repulsed.

In 1754 the French and Indian War, known as the Seven Years War in Europe, began in North America. Lasting for nine years, this conflict was the last major colonial war between the British, the French, and their Native American allies. As a result of this war, Mississippi and all other French territory east of the Mississippi River passed into British control. In addition, to compensate its ally, Spain, for the loss of Florida, France ceded control of French Louisiana west of the Mississippi to Spain.

In 1779, Mississippi came under the control of Spain when Bernardo Galvez, the governor of Spanish Louisiana, captured Natchez. Following the end of the Revolutionary War in 1781, and under the provisions of the Treaty of Paris of 1783, West Florida, which included the southern half of Mississippi, came under Spanish control, while the United States gained possession of Mississippi north of the 32 degree 28 minute parallel.

In the 1790s, the Nogales fortifications were built by the Spanish along the bluffs and lower land overlooking the bend in the Mississippi River north of present-day Vicksburg. Fort Mount Vigio, one of the smaller fortifications, occupied

the site of present-day Fort Hill. The largest battery, Fort Nogales, was located across Mint Springs Bayou from the present-day national cemetery site. Fort Sugar-loaf was located on the misnamed “Indian Mound” inside the cemetery (Fig. 9). In 1797, Francis Bailey described the Spanish forts as observed during a trip down the Mississippi River:

About five o’clock we came to the Walnut Hills. . . Here there is a strong fort kept up by the Spaniards. It is an irregular fortification, occupying a great part of the hill on which it stands, which is very high and steep. . . .

Walnut Hills is a beautiful situation for a town, and an advantageous one for a fort. There are two forts at this place, one of them commands the other, being situated upon an eminence behind it. The few houses which are scattered around it, and the green bank on which they stand, surround[ed] with flowering, verdant, and lofty trees, presented at once a picturesque and romantic appearance to our eyes, fatigued with the uniformity of the prospect to which we had for so many miles been witness.¹⁶

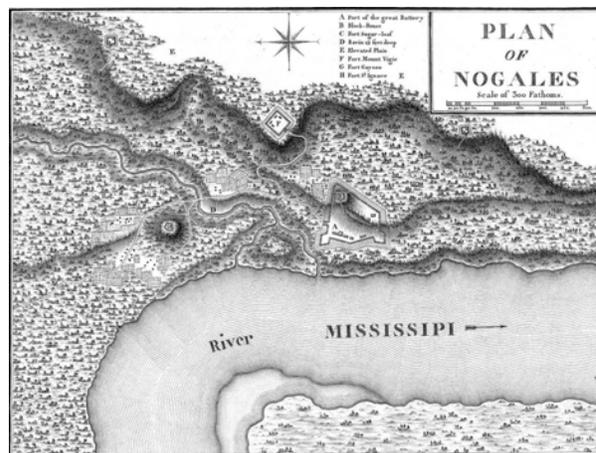


FIGURE 9. 1796 map of Nogales by French General George Henri Victor Collot.

16. Bailey, *Journal of a Tour in Unsettled Parts of North America in 1796 & 1797*, 146–147, quoted in John W. Reys, *Cities of the Mississippi* (Columbia, Missouri: University of Missouri Press, 1994), 138.

In 1797, Spain yielded all land in Mississippi north of the thirty-first parallel to the United States, and in the following year Spanish withdrawal from Mississippi was completed. The region was organized as an American territory, with the first territorial governor, Winthrop Sargent, appointed by President Thomas Jefferson. Fort Mont Vigio was renamed Fort McHenry, and Fort Snyder was established on the site of the former Fort St. Pierre. During the Civil War, Fort McHenry was replaced by the Confederate fortifications known as Fort Hill.¹⁷

Early Development of Mississippi and Vicksburg

In 1801, a treaty with the Indians allowed the Natchez Trace to be developed as a mail route and major road. The territorial capital was moved from Natchez to Washington, a small town near the Natchez Trace. In 1803, the Louisiana Purchase opened the Mississippi River to commerce. By a treaty signed on April 30 of that year, the United States purchased from France more than 800,000 square miles of land extending from the Mississippi River to the Rocky Mountains. The Spanish, who had never given up physical possession of Louisiana to the French, did so in a ceremony at New Orleans on November 30, 1803. In a second ceremony, on December 20, 1803, the French turned the Louisiana Territory over to the United States.

In 1805, by the Treaty of Mount Dexter, the Choctaws sold 4.5 million acres of land to the U.S. government, including the Piney Woods region of Mississippi. In 1810, following the West Florida rebellion, the United States gained control of Spanish West Florida.

On June 12, 1812, the United States declared war on Great Britain as a result of disputes related to the impressment of American soldiers by the British

and disagreements over the Northwest Territories and the border with Canada. Offensive actions by the United States failed to capture Canada, and the British army in turn failed to capture Baltimore and New Orleans. The war, which lasted for two years, was noteworthy primarily for American naval victories over the British and because it essentially ended in a stalemate. On December 24, 1814, the Treaty of Ghent was signed, ending the war. Fighting continued, however, until the following February. On January 8, 1815, American forces under Gen. Andrew Jackson decisively defeated British forces trying to capture New Orleans. Following the war, the United States gained West Florida territory east of the Pearl River and south to the Gulf of Mexico, which became part of Mississippi. In 1816, the Treaty of Fort Stephens with the Choctaw opened the area around the Tombigbee Prairie for settlement. On December 10, 1817, Mississippi was admitted to the Union as the twentieth state. Treaties with the Choctaws and Chickasaws between 1805 and 1834 opened Indian lands in Mississippi to settlement.

In 1822, the state capital was moved to Jackson, a planned city named for Andrew Jackson. In 1830, by the Treaty of Dancing Rabbit Creek, all Choctaw territory east of the Mississippi River was ceded to the U.S. government and most of the Choctaws left the state. In the same year, in the Treaty of Pontotoc Creek, north Mississippi Indian territory was also ceded to the government, and the Chickasaws left the state as well. A state constitutional convention in 1830 resulted in the Constitution of 1832.

In 1812, Reverend Newett Vick and his family settled on the bluffs just south of the Walnut Hills. The new settlement of Vicksburg grew rapidly and was incorporated as a town on January 29, 1825. Vicksburg became the seat of Warren County and was incorporated as a city in 1836. Its location near the juncture of the Mississippi and Yazoo Rivers helped the city develop into a commercial and agricultural center (Fig. 10).

17. Risk, in the *Draft Cultural Landscape Report*, notes that no evidence of the earlier forts Nogales and Mount Vigio was identified in the 1975 archeological survey, but also notes the significance of these pre-Civil War fortifications to the park's broader history.



FIGURE 10. Lithographic view of Vicksburg, circa 1851.

An 1835 account described the prosperous town as follows:

There is no town in the south-west more flourishing than Vicksburg. It is surrounded by rich plantations, and contains many public-spirited individuals; whose co-operation in public enterprises is opening new avenues of wealth for the citizens, and laying a broad and secure foundation for the future importance of the town. It is already a powerful rival of Natchez: but the two places are so distant from each other, that their interests will always revolve in different circles. The situation of this town, on the shelving declivity of a cluster of precipitous hills, which rise abruptly from the river, is highly romantic. The houses are scattered in picturesque groups on natural terraces along the river, the balcony or portico of one often overhanging the roof of another. . . . Cotton is often conveyed to Vicksburg . . . from a distance of one hundred miles in the interior.¹⁸

The location of Vicksburg adjacent the Mississippi River between the commercial ports of Memphis and New Orleans, near developing rail lines, and in the midst of the cotton-growing region, made the city, together with Natchez and Grand Gulf, an important export center for transport of this crop. Commercial river transport between Vicksburg and New Orleans expanded with the development of the steamboat industry after 1816 and the clearing of the Mississippi River channel by the Corps of Engineers after 1824, which made possible efficient river-based transport between Vicksburg and New Orleans.¹⁹ Transport from Vicksburg to the state capitol at Jackson was provided by the Vicksburg & Meridian Railroad (also referred to as the Southern Railroad), the only east-west rail line located between New Orleans and Memphis. The combination of river and rail access made Vicksburg a particularly strategic location for supply and transportation. North-south railroad lines connected from

18. Ingraham, *The South-West. By a Yankee*, 2:169-170, quoted in Reys, *Cities of the Mississippi*, 138.

19. Risk, *Draft Cultural Landscape Report*, citing Mark Morgan, *Vicksburg Riverfront and Cultural Landscape Study* (National Park Service, 1992), 21.

Jackson to New Orleans and to Grand Junction, Tennessee, where the Mississippi Central line met the Memphis and Charleston line. A second railroad, the Vicksburg, Shreveport, and Texas

line, traversed De Soto Point in the bend of the Mississippi River, to a railhead at De Soto Landing just opposite the port of Vicksburg.²⁰ The De Soto Ferry crossed the Mississippi River from Vicksburg to the railhead at De Soto Landing, providing supplies such as beef and arms imported from Europe by way of Mexico and Texas.²¹ Both the railroad supply lines and the Mississippi River corridor were to be of paramount strategic importance during the Civil War siege.

Although Vicksburg was ideally suited for river and rail transport, the landscape immediately surrounding the city was not well-suited for intensive agriculture due to the steep slopes and highly erodible soils. The ridgelines that encircled the city were bisected by spring channels and meandering bayous that had cut nearly impassable ravines in the loess. The landscape around the city evolved into “a mosaic of small farms, pastures, wooded ravines, and deeply cut springs.”²² Roads were built along ridge spurs and following stream channels. Jackson Road, leading to the capital, followed a ridgeline extending northeast from the city and would become important in the campaign and siege.

Many homes were built by well to do citizens in the decades preceding the war. Of particular

interest due to its location on what would become the battlefield is the Shirley House, constructed circa 1837–1838 about two and one-half miles east of Vicksburg along the Jackson Road. The house was built by Nicholas Gray, an immigrant who originally named the house “Wexford Lodge” after his native Wexford County in Ireland. In 1849 the house was sold to Ben Johnson, and on January 1, 1851, it was purchased by Judge James Shirley, a lawyer and Union sympathizer who had moved to Vicksburg with his family from Alabama. The notice of sale prior to Judge Shirley’s purchase of the property described the house and site as follows:

A most desirable residence in a healthy location, 2-1/2 miles from town. The dwelling is 40 by 60 feet, containing nine rooms, seven large ones and a wide passage. There is on the premises a cistern, a spring of never failing water, stable, hen-house, etc. Attached 14 acres of good rich land, a variety of fruit trees, fine range for cattle, winter and summer. Also a 16 acre lot adjoining and well suited for building and gardening.²³

In 1900, Alice [Shirley] Eaton, daughter of James Shirley, described the house as it appeared before the fighting (Fig. 11):

The house was built after the southern fashion, a story and a half in height, a wide hall in the



FIGURE 11. View of the Shirley House, circa 1863.

20. Ibid., 21–23. The *Draft Cultural Landscape Report* also notes that the Vicksburg and Clinton Railroad was organized in 1831 to transport cotton and other goods to Vicksburg from inland Mississippi. By 1846, the line was completed across the entire state and renamed the Vicksburg and Meridian Railroad. The Vicksburg, Shreveport, and Texas line, which started at De Soto Point, had only been constructed as far west as Monroe, Louisiana at the time of the Vicksburg campaign.

21. Risk, *Draft Cultural Landscape Report*, citing Jim Miles, *A River Unvexed: A History and Tour Guide to the Campaign for the Mississippi River* (Nashville, Tennessee: Rutledge Hill Press, 1994), 190.

22. Ibid.

23. An 1849 notice of sale from the *Vicksburg Weekly Whig*. Cited in Francis F. Wilshin, *The Shirley House* (Washington, D.C.: National Park Service, 1939), 2. The notice of sale appeared on December 5, 1849.

center, large rooms on each side, ceiling high, upper and lower porch in front and veranda in rear. A driveway describing a semi-circle passed the door, and a wide walk ran from the front porch to the road, which was reached from that point by a flight of steps. This walk was bordered with red flowering quinces, fragrant syringas [lilacs] and roses, while close to the edge bloomed violets, jonquils and hyacinths. On one side of the porch was a beautiful crape-myrtle and on the other an althea [Rose-of-Sharon] tree. The rustic summer house made of green grape vines and roots, with beds of flowers all around it, was a great delight to me, as was also a little vegetable garden where my brother Quincy and I planted our names in peas, lettuce and radishes.²⁴

Prelude to the War

In 1850, the U.S. Congress gave the state title to more than 3 million acres of swamp and overflow land. By this time, 310 miles of levees had been built along the banks of the Mississippi River, and the Delta was drained, cleared, and available for cultivation. According to the 1860 census, the population of Vicksburg was approximately 4,500 at the time of the Civil War.

The Compromise of 1850 was composed of five statutes enacted in September of 1850 in an attempt to resolve controversies primarily arising from the Mexican-American War of 1846–1848, and to balance the interests of the slave states and the free states. The Compromise resulted in admission of California to the Union as a free state; organization of the territory of New Mexico (including present-day Arizona and Utah) without any specific prohibition of slavery; and fixed the boundary of the state of Texas. The Compromise also called for the abolition of the slave trade (but not slavery itself) in Washington, D.C., and amended the Fugitive Slave Act to require that all citizens assist in the return of runaway slaves regardless of the legality of slavery in the specific states. The strengthening of the Fugitive Slave Act increased the determination of abolitionists to end slavery in the United States. Although the Compromise

provided a means to keep the nation united it was only a temporary solution. On January 9, 1861, Mississippi became the second state to secede from the Union.

Vicksburg Landscape: 1863

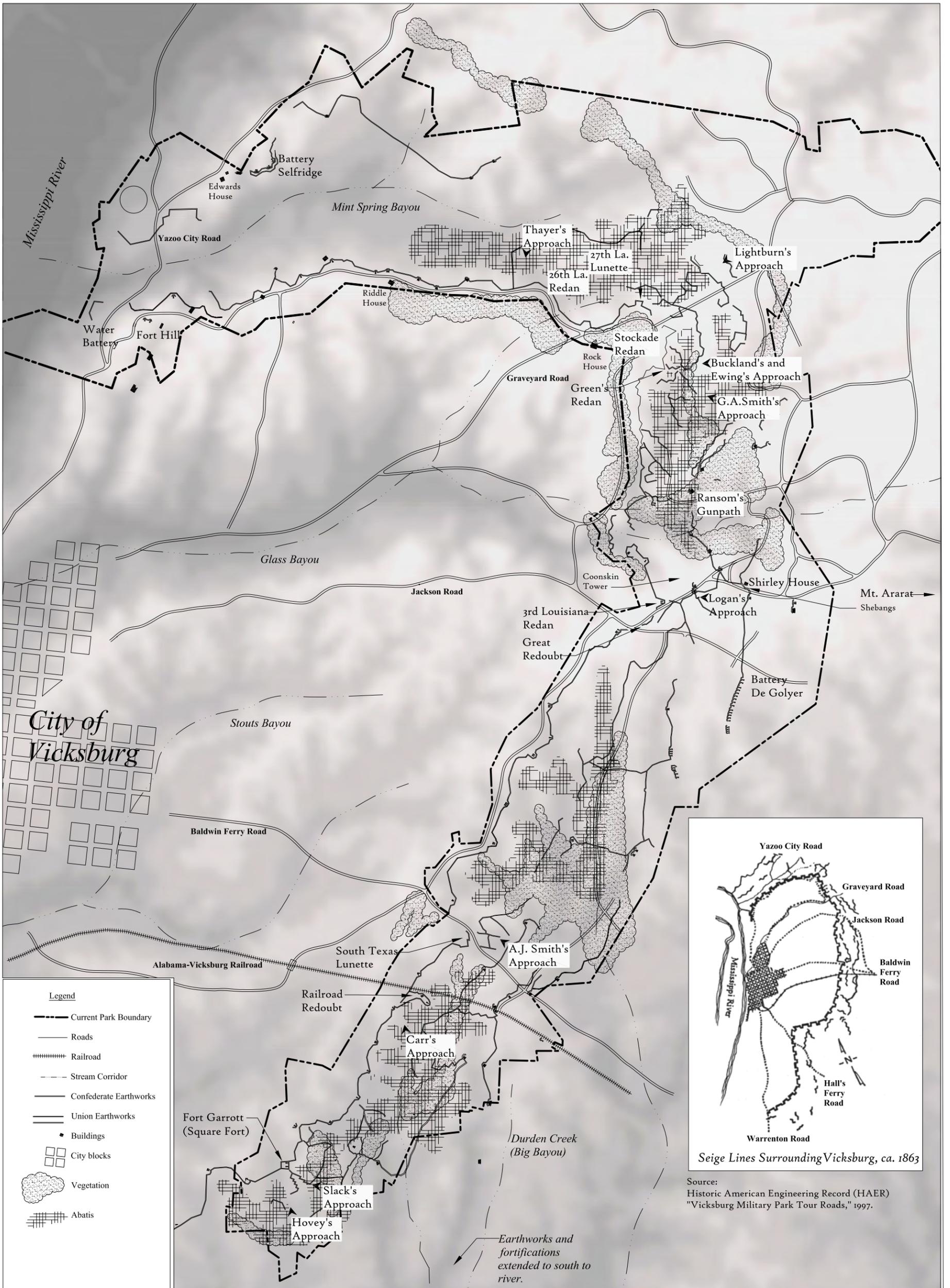
Before European settlement, the area around Vicksburg was covered by tall hardwood forest. Settlers cut down forest and planted crops, and with hilltops under cultivation, houses and roads followed ridgelines. The location of Vicksburg was suitable for settlement because the city could be located on the river but was protected from flooding by the steep bluffs. Railroads to the west could transfer from rail to boat, to transport goods across the river (Fig. 12).

The city was surrounded by prime cropland. By the decade of the Civil War, much of the tall hardwood forest had been cut down for farming—primarily cotton but also grains, fruits, and vegetables. By 1863, plantation owners had constructed artificial levees to protect their lands from flooding.

Primary routes of transportation included rail lines and river transport, including barges, steamboats, and ferries. During rain the dirt roads of Mississippi turned to mud, making passage difficult. The Union forces benefited from dry weather during the final weeks of the campaign in the spring and summer of 1863.

The Confederate defenses surrounding the city on the north, east, and south were erected on a nearly continuous ridgeline (Fig. 13). The Union forces encamped on a parallel ridgeline, separated from the defenses by steep ravines. These valleys include several bayous that flow into the Mississippi River: Mint Spring Bayou, Glass Bayou, and Stouts Bayou. At a limited number of points, perpendicular ridgelines connected between the parallel lines. These perpendicular ridges formed the primary land access points to the city prior to the war and became the scene of heavy fighting as the attacking armies attempted to breach the defenses.

24. *Fredonia N.Y. Censor*, May 30, 1900, cited in Wilshin, *The Shirley House*, 3.



Sources:
 Autocad Base Map
 War Department Park Commission Maps
 NPS "Historic Map Showing Conditions at the End of Seige" 1938
 Approaches to Vicksburg, Miss. & Rebel defences / traced by James H. Logan, Oct. 14, 1863

Notes:

Darker modeling represents areas of low and steep topography.

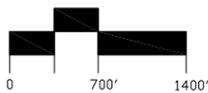
Cultural Landscape Report
 Vicksburg National Military Park

Historic Period Plan - 1863
 Figure 13



John Milner Associates, Inc.
 300 West Main Street Suite 201
 Charlottesville, Virginia
 22903

t: 434 979 1617
 f: 434 979 3645
 johnmilnerassociates.com



SCALE IN FEET
 FOR PLANNING PURPOSES ONLY
 NOT FOR CONSTRUCTION

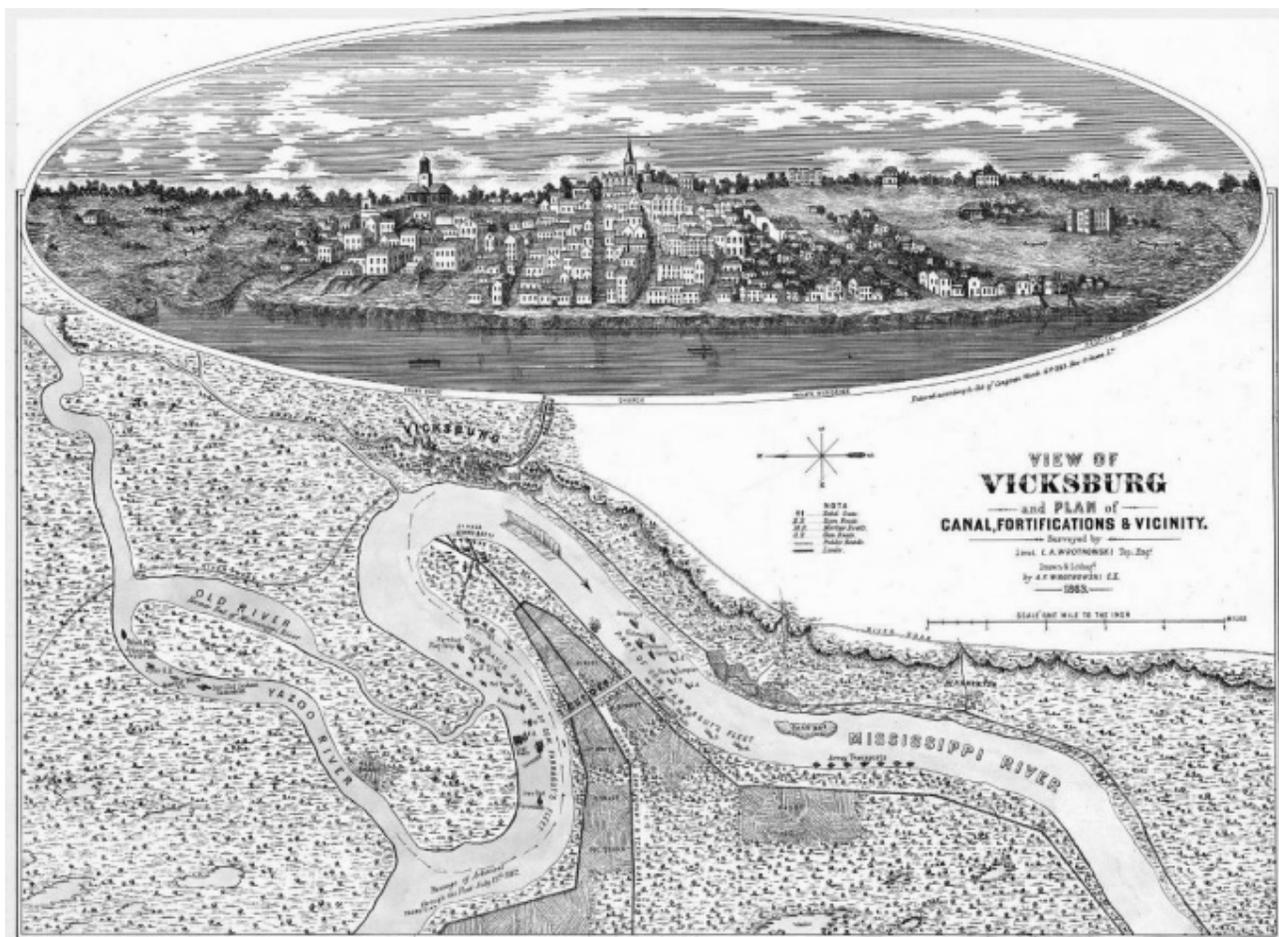


FIGURE 12. Bird's eye view and map of Vicksburg, 1863.

The topography of Vicksburg and its relationship to the Mississippi River made it a strategic location; and the specific topographic features around the city affected the position of the defenses and avenues of attack during the siege. In 1935, one author gave primary importance to the topography in determining the course of the siege:

Notwithstanding the minor distribution of the Confederate and Federal armies at Vicksburg by Pemberton and Grant during the siege of the City from May 18 to July 4, 1863, the fact, nevertheless, remains that the major disposition of the forces was determined untold ages before by the Creator working through the agency of one of the Continental glaciers in Canada and northern United States. This particular glacier, in passing over the bed rock of the region, ground some of it, as well as some of the rock material the ice was transporting, into a fine rock flour, which the

flood waters from the melting glacier carried down the Mississippi and deposited as flood plain material. The westerly winds picked up this rock flour, after it had dried, carried it on to the east bluffs and uplands, and deposited it as a mantle rock that forms steep-sided valleys where streams cut into it. These valleys were the controlling factors in the distribution of the armies.²⁵

25. William Clifford Morse, *Geologic History of the Vicksburg National Military Park Area*, Mississippi State Geological Survey, Bulletin 28 (University of Mississippi, 1935), 7.

The Vicksburg Campaign and the Siege of Vicksburg, 1863

The Vicksburg Campaign

Rapid growth in the Mississippi River Valley, once the far west, made the Mississippi River more important as the transportation artery that linked the West with ports on the Gulf and the Atlantic seaboard. In response to a Union blockade of Southern ports, including the mouth of the Mississippi River where it entered the gulf south of New Orleans, the Confederacy began to fortify strategic points along the river where it bordered the Confederate states of Arkansas, Tennessee, and Mississippi, and where the river extended through lower Louisiana (Fig. 14). Vicksburg was recognized as the key to control of the Mississippi River, as well as to the Red River in Louisiana and the Arkansas and White Rivers in Arkansas. These rivers provided access for shipping as well as to the rich farmland of the Mississippi delta region.

In September 1862, Confederate engineers begin to construct fortifications at Vicksburg. Most of the available trees in the vicinity of the eight-mile defensive line were cut to provide lumber for construction or to provide clear fields of fire, leaving the area around the defensive line relatively free of dense tree cover. The Confederate defenses included log parapets reinforced with cylindrical baskets of native cane called gabions. Tightly-bound bundles of brush, called fascines, were used as foundations or reinforcement for the earthworks, to maintain the slope of the unstable loess soil. Larger trees were also sharpened into spikes, called abatis, or laid horizontally with intersecting diagonal rows of sharpened spikes, called chevaux-de-frise. The dense vegetative thickets in the ravines and bayous were maintained as an obstacle to attacking forces. Other obstacles were created by tying vines and wire between tree stumps or pickets.

An example of the fortifications constructed by Confederate engineers as part of this effort is Battery Barnes at the present-day Louisiana Circle unit of the park. Battery Barnes was one of several river batteries located on over four miles of bluffs



FIGURE 14. The U.S. ironclad gunboat *Indianola* running the Confederate blockade at Vicksburg on February 13, 1863.

along the Mississippi River. These batteries were designed to protect the land between the bluffs and the river from an infantry attack. Situated to command the southern approaches, Battery Barnes was comprised of thick earthen parapet walls as well as a wide, deep ditch intended to further slow assaulting troops who managed to reach the battery.

Another example of defensive construction was South Fort, which formed the southern anchor of the nine mile Confederate defensive line that encircled the city of Vicksburg. Positioned three miles south of the city atop a knoll overlooking the Mississippi River, South Fort was a U-shaped earthwork with thick parapet walls that supported four guns and an infantry brigade. This fortification was originally intended to guard against any approach by federal forces on the river and was modified to also defend against land-based attacks from the south along Warrenton Road. Battery Barnes and South Fort provided an anchor to the Confederate defensive line's southern end.

North of Vicksburg, the Confederates had fortified Island No. 10 and New Madrid, Missouri, across the river from the Tennessee-Kentucky state line, as defensive positions. On April 7, 1862, both sites fell to Union forces led by Brigadier Gen. John Pope, which defeated Confederate forces led by Brig. Gen. William Mackall. This defeat opened the river to Union shipping as far south as Fort Pillow near Memphis, Tennessee.

To the south of Vicksburg, New Orleans was defended by Confederate Fort Jackson and Fort St. Philip, about ninety miles downriver from the city, and by several smaller Confederate forts. Federal river forces, led by Flag Officer David G. Farragut and Commodore David Dixon Porter, overcame the Confederate defenses between April 25 and 28, 1862, and Confederate troops led by Mansfield Lovell evacuated New Orleans. Following this victory, Farragut took several cruisers and gunboats upriver to Vicksburg. Brig. Gen. Martin L. Smith refused to surrender the city. Farragut ordered a bombardment that lasted from mid-May through July of 1862.

East of the Mississippi River in western Tennessee, Union forces led by Brig. Gen. Ulysses Simpson Grant and Flag Officer Andrew Foote captured Fort Henry on the Tennessee River and Fort Donelson on the Cumberland River by mid-February 1862. Confederate Gen. Albert Sidney Johnston evacuated the state capital of Nashville and concentrated his forces at Corinth in the northeast corner of Mississippi, in an effort to protect rail communications along the Memphis & Charleston and Mobile & Ohio railroads. Union forces led by Major Generals Henry W. Halleck, Ulysses S. Grant, and Don Carlos Buell, attempted to sever the Southern railroads. Grant's army traveled along the Tennessee River by steamboat, disembarking at Pittsburg Landing, northeast of Corinth. There Grant established a base of operations on a plateau west of the river, setting the stage for the Battle of Shiloh, with Union forward camps posted two miles inland around a log church called Shiloh Meeting House. Buell's Army of the Ohio, marching overland from Nashville, moved to join Grant's forces to advance on Corinth and permanently break western Confederate railroad communications.

Johnston determined to attack Grant's army at Pittsburg Landing before Buell arrived, and on April 6, the Confederate forces attacked the forward Federal camps around Shiloh Church. Although the Confederates gained ground against the surprised Union forces, Albert Johnston's forces became disorganized and Johnston himself was killed in the fighting, leaving Gen. P. G. T.

Beauregard in command of the Confederate army. Fighting ended at nightfall, and Buell's army reached Pittsburg Landing overnight. At dawn on April 7, the combined Union armies attacked the outnumbered Confederates, who withdrew to Corinth. The battle resulted in 23,746 casualties, and control of Corinth's railroad junction was not resolved.²⁶

By late May, three Federal armies were entrenched within range of Confederate fortifications at Corinth. Beauregard withdrew his army south to Tupelo, abandoning the east-west rail communications lines. On June 6, 1862, Memphis surrendered to a naval Federal force led by Commodore Charles Davis, opening the way to a land campaign against Vicksburg.

In the late summer of 1862, Confederate forces launched counteroffensives including an attack by troops led by Gen. Earl Van Dorn against the Union garrison at Corinth. On August 5, a Confederate army led by Gen. John C. Breckinridge attacked the Louisiana capital of Baton Rouge but was defeated by Federal forces led by Gen. Thomas Williams. Although the Confederates lost the Arkansas River, they occupied Port Hudson on the eastern bluffs of the Mississippi River south of the Vicksburg, providing a defensive barrier against southern approaches to the city.

On September 19, 1862, fighting ensued at Iuka between Federal forces led by Grant and Maj. Gen. William Rosecrans and Confederates led by Maj. Gen. Sterling Price. Each general tried to prevent the other from sending reinforcements to Tennessee. Price united his retreating troops with those of General Van Dorn, who attacked Rosecrans's Federal garrison at Corinth on

26. The following synopsis of the Vicksburg campaign is based primarily on several sources, including Michael B. Ballard, *Vicksburg: The Campaign that Opened the Mississippi*, Civil War America Series (Chapel Hill, North Carolina: University of North Carolina Press, 2003) and Ballard, *The Campaign for Vicksburg* (Fort Washington, Pennsylvania: Eastern National, 1996).

October 3. In heavy fighting on October 3–4, the Confederates were repulsed. The fighting at Corinth, the last Confederate offensive in Mississippi, weakened the only mobile Southern army defending the Mississippi Valley and permitted Ulysses S. Grant to launch his campaign to capture Vicksburg.

During the Vicksburg campaign, Grant led the Federal forces, closely assisted by Maj. Gen. William Tecumseh Sherman, Maj. Gen. John A. McClernand, and Gen. James B. McPherson. Lt. Gen. John Clifford Pemberton led the Confederate forces. Pemberton, a Pennsylvania native who sided with the South because of influence of his Virginia-born wife, arrived in Jackson, Mississippi, on October 9, 1862, to take command of the newly created Department of Mississippi and East Louisiana.

On October 20, 1862, General McClernand won permission from President Lincoln and Secretary of War Edwin M. Stanton to organize volunteer troops in the Midwest for an amphibious operation against Vicksburg. McClernand, interested in promoting his career and political aspirations, did not realize that Gen. Henry Halleck opposed his plans. As McClernand organized his companies and regiments, Halleck gave them immediate assignments in the Vicksburg theater, thus moving them out of McClernand's reach.

Grant began to assemble an invading force at Grand Junction, Tennessee, where the Mississippi Central Railroad intersected the Memphis and Charleston line, which connected Memphis and Corinth. Grant intended to have two Federal wings invade Mississippi, Grant leading forces from Grand Junction and Sherman leading forces from Memphis. After delays caused by supply problems and Confederate cavalry raids, the Federal forces moved southward, occupying Holly Springs, Mississippi, and continued moving toward the Tallahatchie River. The Federal approach caused the Confederates to move southward and dig in behind the Yalobusha River at Grenada, Mississippi. Grant reorganized his army for an advance on Grenada, and to keep Pemberton pinned down in north Mississippi.

Sherman and one division were sent back to Memphis to organize an amphibious expedition against Vicksburg. Sherman's forces included 40,000 men and the support of the Union navy. On December 20, 1862, Federal transports began ferrying troops downriver.

In December, Confederate raids, including Brig. Gen. Nathan Bedford Forrest's attacks on Grant's supply line and Maj. Gen. Earl Van Dorn's raid on Grant's supply base at Holly Springs on December 20, caused Grant to pull his army back to Memphis. Union gunboats moving up the Yazoo River withdrew after the USS *Cairo* hit a Confederate torpedo/mine and sank. However, when Pemberton learned that Sherman's forces were moving toward Vicksburg, he ordered reinforcements for Martin Smith's garrison and traveled there himself.

Sherman's army landed and marched toward the Walnut Hills north and northeast of the city. Although Grant had retreated, Sherman attacked on December 27–29. In the ensuing Battle of Chickasaw Bayou, the Federal troops outnumbered the Confederates, but the swamps and bayous at the confluence of the Yazoo and Mississippi rivers made movement extremely difficult and Gen. Martin Smith's Confederate forces held well-fortified high ground (Fig. 15). On January 1, 1863, the defeated Sherman returned to Milliken's Bend, Louisiana.

From January 4 to 12, 1863, McClernand, who by seniority in rank took command of Sherman's force, attacked Arkansas Post (Fort Hindman) fifty miles up the Arkansas River from where it emptied into the Mississippi River. Union capture of the fort meant that it could no longer be used as a refuge from which Confederate gunboats could attack Union shipping.

After the failure of Sherman's December offensive, Grant moved his troops to the west bank of the Mississippi River and proceeded down the Louisiana side of the river, intending to cross the river south of Vicksburg. In January and February 1863, Grant renewed an attempt to build a bypass canal at De Soto Point, at the hairpin curve in the Mississippi River in front of Vicksburg (Fig. 16).

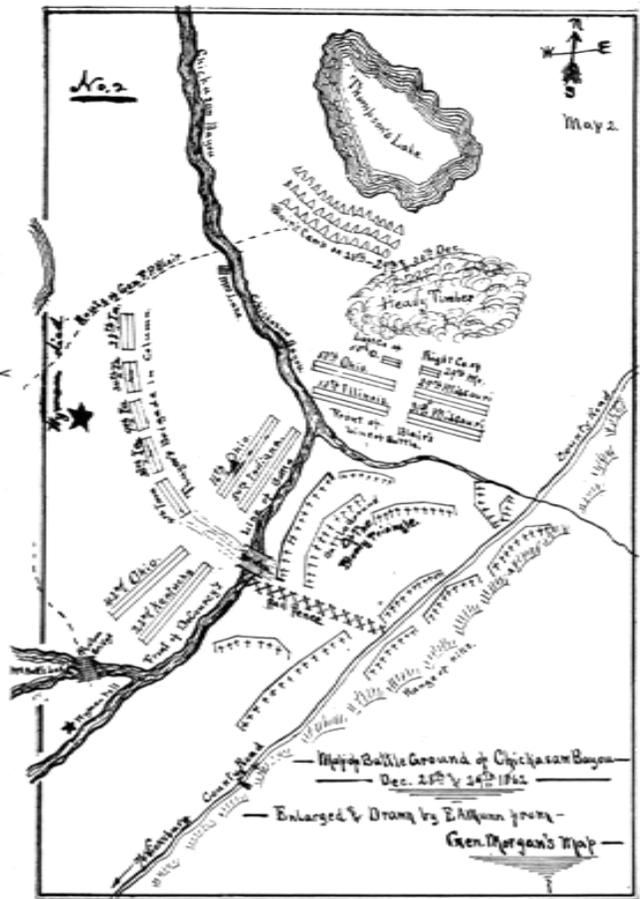
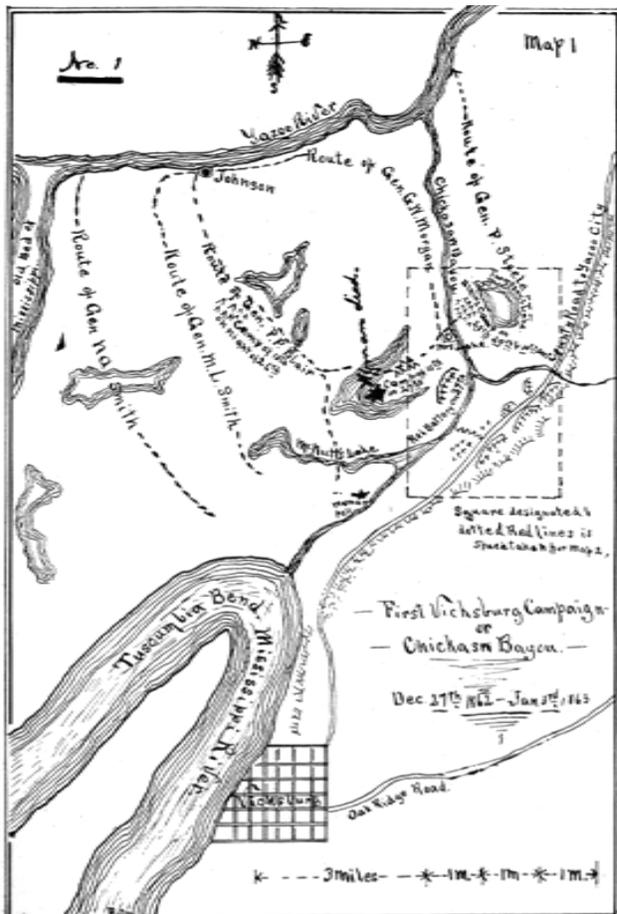


FIGURE 15. Map of the Battle of Chickasaw Bayou.

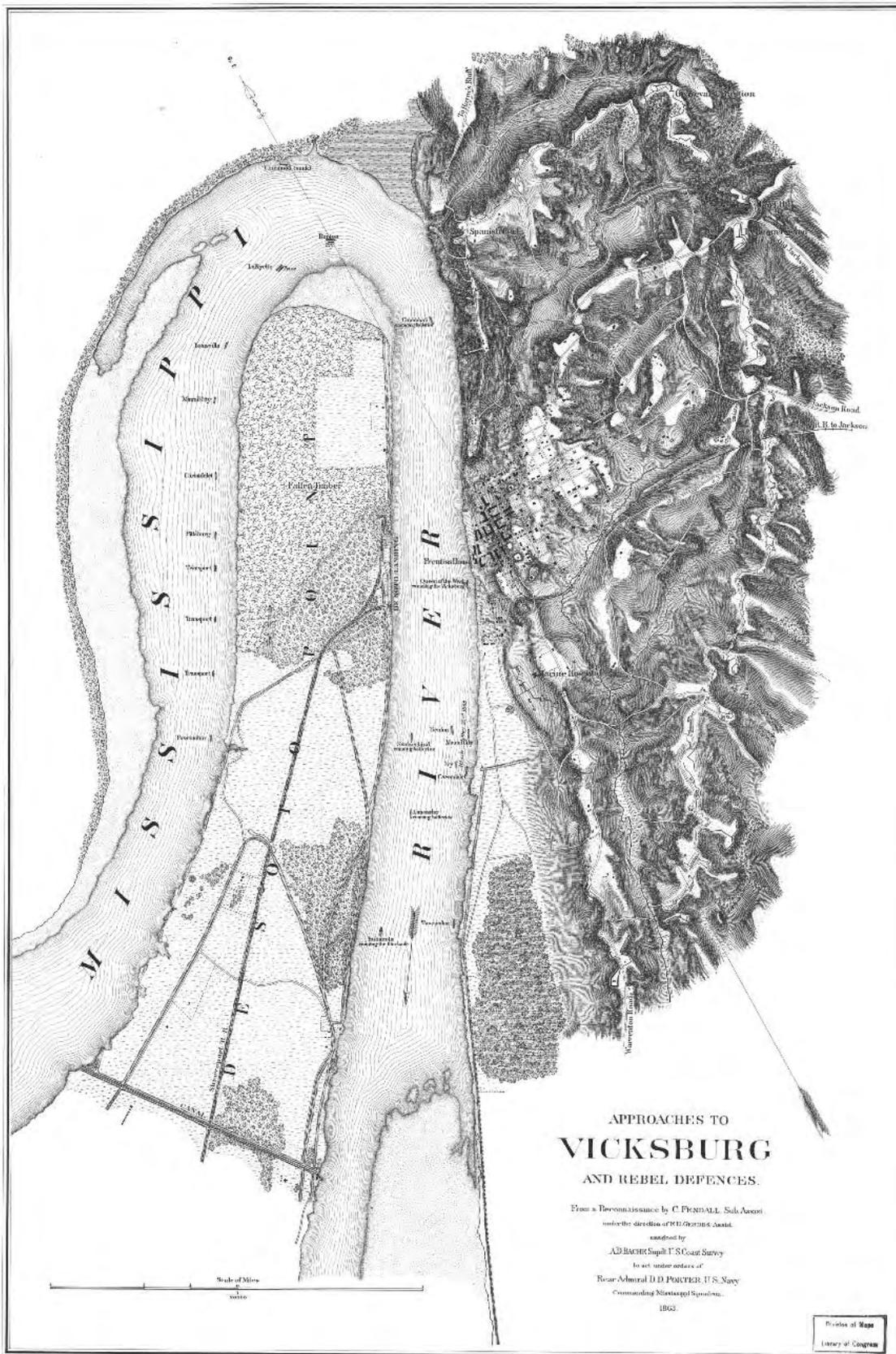


FIGURE 16. U.S. Coast Survey map of Vicksburg and vicinity, 1863, showing gunboats and the canal across the De Soto Peninsula.

A previous attempt by Gen. Thomas Williams to dig a canal at this location in 1862 failed due to low water and disease. In a letter to General Halleck of February 18, 1863, Grant described the canal work (Fig. 17):

The work upon the canal here is progressing as well as possible, with the excessively bad weather and high water we have had to contend against. Most of the time that troops could be out at all has been expended in keeping water out of our camps. Five good working days would enable the force here to complete the canal 60 feet wide, and of sufficient depth to admit any vessel here.

Judging from the past, it is fair to calculate that it will take from ten to twelve days to get those five days.²⁷

A canal would have allowed Federal troops to bypass the bend in the river and the Confederate batteries above, and thus to approach Vicksburg from the south. By late March, however, the work was abandoned, due in part to fluctuations in the water level. Instead, the Federal gunboat fleet, under the command of Rear Admiral David Dixon Porter, was forced to run the batteries at Vicksburg on the night of April 16, 1863.

Despite losses and problems with the canal efforts, Grant persevered, either for diversionary purposes or in a genuine attempt to find a route for movement of troops by water. Grant's engineers also attempted to provide access from Lake Providence, seventy-five miles above Vicksburg on the Louisiana side of the river, to streams leading into the Red River, and then to the Mississippi River south of Vicksburg. This effort, which offered the possibility of moving troops south, and then north to attack Vicksburg, also did not succeed. From March 14–21, Rear Admiral David D. Porter led an amphibious expedition up Steele's Bayou in an attempt to gain the Sunflower River, which led to the Yazoo River above Vicksburg. Porter's flotilla included ironclad gunboats, mortar boats, and tugboats. The expedition had great difficulty with obstructions constructed by

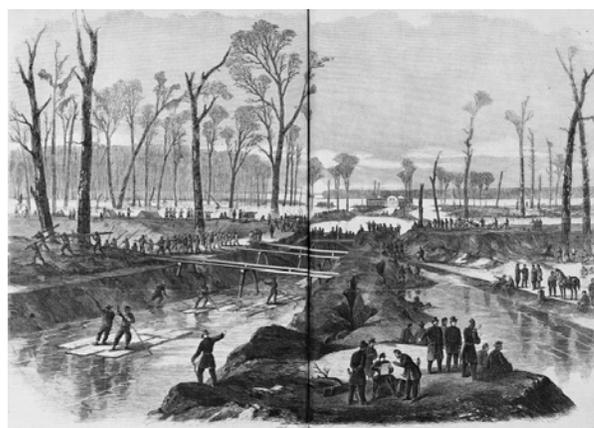


FIGURE 17. Construction of Grant's canal, 1863.

the Confederates as well as trees growing in the bayou, and the fleet eventually had to be rescued.

On March 31, Grant's army began to march down the west side of the Mississippi River to a point below Vicksburg, with the intent of having river transports ferry the men across, despite the Union boats having to run the gauntlet of Confederate defenses at Vicksburg. Grant organized a diversion by Federal troops destroying Confederate supplies at Greenville, Mississippi, to give the impression of action upriver. A further diversion was a successful Union cavalry raid from La Grange, Tennessee, on April 17, to Baton Rouge, Louisiana, on May 2, led by Col. Benjamin Henry Grierson.²⁸ Federal steamers returning north to Memphis suggested to the Confederates that Grant was pulling back; instead, boats were being moved away from the city to relieve river traffic congestion.

Pemberton doubted rumors that McClernand's corps was moving down the west side of the river, and ignored warnings from John Bowen that the Grand Gulf defenses needed to be protected. By April 17, Pemberton learned that several empty enemy vessels had successfully run the gauntlet of

27. *Official Records of the Union and Confederate Armies*, series I, vol. 14, part I, 18.

28. Pemberton was hampered by a shortage of cavalry and Grierson's raid was extremely successful, capturing more than 3,000 stand of arms, destroying fifty to sixty miles of railroad track as well as Confederate property, and capturing 1,000 horses and mules. See Ballard, *The Campaign for Vicksburg*, 23.

the Vicksburg batteries, but was distracted by Grierson's diversionary raids.

Sherman attacked Snyder's Bluff north of Vicksburg, diverting Pemberton's attention from Grand Gulf, where Union gunboats began an attack on April 29. However, Bowen successfully defended Grand Gulf and Grant had to look farther downriver for a crossing. On April 30, 1863, Union boats began ferrying the 17,000 troops of the XIII Corps ashore at Bruinsburg. The Union troops began marching toward Port Gibson through difficult terrain marked by steep ravines and high ridges. Troops of John Logan's division of James McPherson's XVII Corps were ferried across the river, swelling Grant's force to 25,000 men.

Bowen sent a detachment under Martin Green to Port Gibson to set up roadblocks west of the town, near where roads from Rodney and Bruinsburg converged. At the Battle of Port Gibson, the Confederates were outnumbered more than three to one. Led by Bowen, they fought the larger Union forces and although defeated bought Pemberton valuable time.

Pemberton, shaken by the loss of Port Gibson and Grand Gulf, decided to abandon Port Hudson and move his forces to Vicksburg. However, he received an order from President Jefferson Davis to hold both Vicksburg and Port Hudson. Pemberton wired Franklin Gardner to remain at Port Hudson with 2,000 men, who were later joined by 5,000 reinforcements. On May 21, Nathaniel Banks began siege operations against Port Hudson, with assaults by Federal troops on May 27 and June 11. The federal troops included Louisiana blacks fighting for the Union. The Confederate defenders at Port Hudson did not surrender until July 9, five days after the surrender of Vicksburg.

Grant marched his forces north-northeast, apparently moving toward the Big Black River but actually intending to straddle the Southern Railroad that connected Jackson and Vicksburg. Union forces were followed by supply wagon trains from a beachhead established at Grand Gulf. In response to this movement by Union troops,

Pemberton decided to consolidated Confederate troops west of the Big Black River to protect Vicksburg. Despite urging by his officers, he decided not to take offensive action.

William Loring led a retreat from above Port Gibson to the Big Black River at Hankinson's Ferry and, despite the arrival of reinforcements, did not attack McPherson's corps. Anticipating a possible Federal attack on the capital at Jackson, Pemberton sent 3,000 men under Brig. Gen. John Gregg to Raymond. Gregg attacked the vanguard of McPherson's corps, mistakenly thinking that it was a rear guard or screening movement, but was outnumbered and retreated to Jackson.

Resistance by Gregg's forces and reports that Joseph Johnston had come to Jackson to assemble an army to aid Pemberton convinced Grant not to turn his army west. Grant decided instead to attack Jackson first before turning to meet Pemberton. Not realizing that reinforcements would have enabled him to hold off Grant until Pemberton could attack the Federal rear, Johnston decided to evacuate Jackson. The Federal assault on Jackson began on May 14, 1863, and with limited Confederate resistance, the city was soon in Federal control.

On May 16, Pemberton received an order to march for Clinton and meet the Confederate forces in Jackson. However, this message was intercepted by a spy and Grant had the opportunity to converge his three corps on Pemberton. Pemberton was concerned about leaving Vicksburg without proper defenses and decided to march southeast toward Grant's supply line. This movement kept the main Confederate army between Vicksburg and McClernand's forces and also allowed Pemberton's forces to move back to Edwards if necessary to block any advance from Jackson.

On the morning of May 15, Pemberton attempted to move his forces but supply problems and a flooded creek interfered, and his three divisions made little progress. At dawn on May 16, he received Johnston's message that Jackson had fallen and ordering him to move toward Clinton. Attempting to move his army northwest, Pemberton had to fight with the advancing Union

forces on his front. Bowen's division, led by Francis Cockrell and his Missouri troops, rushed to Champion Hill on May 16, and successfully crashed through Hovey's brigades, threatening the right wing of Grant's army. Having no reserves, Bowen had to retreat, while pressure from McClernand's troops caused Pemberton to retreat. Loring's division held long enough for Bowen's and Stevenson's divisions to escape across Bakers Creek to their Big Black River entrenchments. Loring, concerned that he might be cut off by advancing Union troops, led his division south and then northeast toward Jackson, where he met Johnston. Pemberton's troops numbered 23,000, Grant's 32,000; Confederate losses were 3,800 and Union losses 2,400 in this fighting.

Champion Hill was the decisive battle of the Vicksburg campaign and one of the most significant of the war. Had Grant lost, he would have been cut off from his base at Grand Gulf and the continued existence of his army would have been threatened. Grant's victory at Champion Hill was critical to his eventual capture of Vicksburg.

On May 17, Grant sent Sherman north of the railroad to cut off Pemberton's retreat, while McClernand moved his troops forward to meet the Confederates where the railroad crossed the Big Black River. McClernand attacked the Confederates on May 17. Pemberton's army escaped with the help of infantry and artillery on the bluffs along the west bank of the river, and with burning of the railroad bridge and a boat that had been used as a bridge. Pemberton retreated to Vicksburg.

President Jefferson Davis had ordered Pemberton to hold Vicksburg, no matter what the cost, while Johnston had ordered Pemberton to escape to the northeast to save his army. When Pemberton reached Vicksburg, he organized his troops with Martin Smith's division on the Confederate left and John Forney's in the center, as these two divisions had been left in Vicksburg and were fresh. Stevenson's division, exhausted from fighting, was placed on the right flank as less likely to receive assault, and Bowen's division was held in reserve. As Union forces approached,

Confederate troops burned most of the farmhouses and other structures to create clear lines of fire in front of their defensive lines; the Shirley House was not burned. During the fighting on May 19, 1863, Mrs. Shirley, her son, and two slaves took shelter near the brick chimney.

Grant's three corps followed in pursuit and attempted two assaults. On May 19, Frank Blair, Jr.'s division of Sherman's corps positioned on the right (north) flank of the Federal army, charged against Stockade Redan, which commanded the Graveyard Road approach. This assault was stopped by Confederate fire from Martin Smith's division and the Missourians of Cockrell's brigade. When Union soldiers appeared at the ditches at the base of the redan, defenders rolled cannon balls with timing fuses cut short down into the attackers.²⁹ The attack on Stockade Redan had failed, and McPherson in the center along the Jackson road and McClernand on the left on the Baldwin Ferry road also made only limited progress.

On May 22, a four-hour Federal artillery bombardment preceded a general assault in which Blair's and James Tuttle's divisions from Sherman's corps led another attack against Stockade Redan, which was unsuccessful, as were attacks against the Third Louisiana Redan and the Great Redoubt, the major Confederate fortification on the Jackson Road. On the Federal left, McClernand's troops were successful in entering the Railroad Redoubt and advanced against the Second Texas Lunette, Square Fort, and South Fort. However, later in the day, Col. Thomas Waul's Texas Legion (attached to Carter Stevenson's division on the Confederate right) retook the Railroad Redoubt and Martin Green led a successful attack to remove Federal forces from in front of the Second Texas Lunette. Union Col. Holden Putman described the effectiveness of the Confederate defenses encountered during the fighting on May 22:

At 10 o'clock we pushed forward to the crest of the next hill, but were met by a terrible storm

29. Ballard, *The Campaign for Vicksburg*, 47.

of grape, canister, and musketry, and the ground being almost impassable from gullies, covered by a heavy abatis of fallen trees, underbrush, vines, &c., the whole position enfiladed by the guns of the enemy, the brigade commander ordered a halt for a few moments.³⁰

In the attacks of May 19, Grant lost 1,000 men and the Confederates 200, while on May 22, Grant lost 3,200 men and Pemberton less than 500.³¹ Following these heavy losses, Grant decided to lay siege to Vicksburg, concluding that “they could not last always.”³²

Grant removed McClernand from command when McClernand took political advantage of the May 22 assault by providing newspapers with accounts of his success. Grant gave corps command to E. O. C. Ord; McClernand was sent back to Illinois but returned to command his corps during the Red River campaign of 1864.

The Siege of Vicksburg

On November 29, 1863, as recorded in the *Official Records of the Union and Confederate Armies*, Captains Frederick E. Prime and Cyrus B. Comstock, U.S. Corps of Engineers, Chief Engineers, Army of the Tennessee, assessed the topography of Vicksburg:

Perhaps the best idea of the ground around Vicksburg may be obtained by supposing that originally a plateau, having from 200 to 300 feet elevation, here reached the Mississippi; that the fine soil, which, when cut vertically, will remain so for years, has gradually been washed away by rains and streams till the plateau has disappeared, leaving in its place an intricate net-work of ravines and ridges, the latter everywhere sharp, and the former only having level bottoms when their streams become of some size. It has already been said that the soil when cut vertically will remain so for years. For this reason the sides of the smaller and newer ravines were often so steep that their ascent was difficult to a footman unless he

aided himself with his hands. The sides of the ravines were usually wooded, but near the enemy's line the trees had been felled, forming in many places entanglements which under fire were absolutely impassable. At Vicksburg the Mississippi runs nearly south, and the streams which enter it from the east run southwest. One such stream enters the river 5 miles below the city, and the dividing ridge which separates two of its branches was that on which the defensive line east of the city was placed. This line on the northern side of the city was on a dividing ridge between two small streams, which enter the Mississippi above Vicksburg.³³

With the natural topography rendering much of the defensive circle impassable, the Confederate defenders were able to concentrate at key points along the ridgelines, generally at intersecting transportation routes leading to Vicksburg. These key points had been fortified with earthworks. The earthworks included Great Redoubt and Third Louisiana Redan (referred to as “Fort Hill” in Union accounts) at the Jackson Road near the Shirley House; Railroad Redoubt at the Southern Railroad of Mississippi; Stockade Redan at the Graveyard Road; Square Fort (Fort Garrott) and the Salient Work (Horn Work) on Hall's Ferry Road; the Second Texas Lunette; Confederate Fort Hill at the Mississippi River at the north end of the defensive line; and South Fort at the south end of the defensive line.

Maj. Gen. John A. McClernand described the terrain and the Confederate defenses southeast of the city as Union troops prepared for siege:

Early on the morning of [May] 19th, accompanied by my staff, I made a personal reconnaissance to the brow of a long hill overlooking a creek 2 miles from Vicksburg. This hill runs north and south, and conforms very much to the line of Vicksburg's defenses, in plain view on a similar range a mile west. The creek is called Two-Mile Creek because it is only 2 miles from Vicksburg. Colonel Mudd came very near being shot by one of the enemy's pickets during the reconnaissance.

30 O.R., series I, vol. 14, part II, 67.

31 Ballard, *The Campaign for Vicksburg*, 47.

32 *Ibid.*, 49.

33 O.R., series I, vol. 24, part II, 169.

The intervening space between these two ranges consisted of a series of deep hollows separated by narrow ridges, both rising near the enemy's works, and running at angles from them until they are terminated by the narrow valley of Two-Mile Creek. The heads of the hollows were entirely open. Nearer their termination they were covered with a thicket of trees and underbrush. At this time the picket and skirmishers of the enemy were in this thicket, watchful to discover and obstruct our advance.

The enemy's defenses consist of an extended line of rifle-pits occupied by infantry, covered by a multitude of strong works occupied by artillery, so arranged as to command not only the approaches by the ravines and ridges in front, but each other.³⁴

Pemberton, in Vicksburg, hoped for a joint attack with Joseph Johnston; however, Johnston did not initiate an offensive operation to relieve Vicksburg. Considering his army of approximately 31,000 too small for this effort, he moved slowly toward the Big Black River on July 1, and Vicksburg had surrendered before he arrived near the city. Conversely, Federal reinforcements were sent to Vicksburg and by the time the siege ended, Union forces outnumbered Confederate by a little more than two to one.

The soldiers of Captain Washington Mark's Company, 22nd Louisiana Infantry, were stationed at Battery Barnes (at present-day Louisiana Circle) from May 26, 1863, until the end of the siege on July 4. During this time the battery was equipped with a 10-inch Columbiad, a weapon with enough power to reach the river. To facilitate observation and a clear field of fire, the landscape around the fortification was generally cleared of trees. The elevated position of the fort afforded long, expansive views of the landscape in all directions.

South Fort was manned by the 1st Louisiana Artillery and infantrymen of the 40th Georgia Infantry. Two 12-pounder howitzers were emplaced to guard Warrenton Road (current-day Washington Street), while a 10-inch Columbiad

and a 10-inch mortar faced the river. In general, the guns associated with South Fort were involved in several exchanges with Federal naval vessels and land-based artillery, particularly after guns were stationed at Battery Benton by the Union forces on July 1, 1863. The 10-inch mortar is said to have "wreaked havoc on the Union siege lines, until the gun was moved to a different position within the Southern lines" in mid-June.³⁵ The mortar was later returned to the fort for the final five days of the siege.

During the latter part of the siege, South Fort experienced heavy artillery fire. Herron's Division of the Union army began to assault the fort in mid-June 1863, and in the coming weeks the Union army assembled guns south of South Fort along the ridge at a location that would be known as Battery Benton (present-day Navy Circle). By the beginning of July 1863, the Union army and navy had coordinated their fire against South Fort. Shortly after, the walls of the fort began to disintegrate.

Soon after the siege began, Pemberton selected one of the city's mansions to house his headquarters. Known at the time as "Mrs. Willis's House," the building was constructed by William Bobb in 1835–1836 in the Greek Revival style and owned by her son John Willis, a descendant of Vicksburg's founder, Reverend Newit Vick. The house was sited on the bluffs, close to the city's commercial and government center.³⁶

34. O.R., series I, vol. 14, part I, 153.

35. National Park Service, "South Fort," <www.nps.gov/vick/historyculture/southft.htm> (accessed April 29, 2008).

36. During the establishment of Vicksburg National Military Park, Union and Confederate veterans, who lobbied Congress from 1895–1899 for preservation of important sites of the campaign and siege sought to include the house in the park's enabling legislation. The legislation focused the park's mission on the then-rural battlefield, although it did provide for placement of a memorial plaque at the headquarters site. In 1890, the house was sold to Mary Frances Cowan, and was thereafter known as the "Willis-Cowan" house. In 1919, executors of Mrs. Cowan's estate sold the house to the Sisters of Mercy, whose educational legacy

Within the city of Vicksburg, the remaining citizens as well as Confederate soldiers coped with frequent shelling and limited rations. The federal artillery was positioned in a semicircle along the northern, eastern, and southern flanks of the city, and Union gunboats fired shells into the city from the river. Citizens cut caves into hillsides and lived there during the siege, bringing furnishings and candles to make the caves more habitable. The residents of Vicksburg attempted to carry on normal life between shellings, and a local newspaper continued to be printed, eventually on wallpaper when printing paper was no longer available. As the siege continued, yellow flags were raised over houses being used as hospitals, and many women served as nurses. Diaries of Vicksburg residents including Mary Loughborough and Emma Balfour provide a picture of life in the city. Pemberton was forced to continually cut rations as Grant's army prevented food from reaching the city. Shortages of clean water were a problem for local citizens and Confederate soldiers alike.

Siege operations conducted by Union soldiers included digging a series of protected approach trenches toward the Confederate lines, with the intent of planting mines beneath Confederate fortifications. The soldiers hid behind sap rollers and dug zigzag trenches toward the enemy works.

began in Vicksburg in 1860. Following the war, the religious order returned to its convent at the former Cobb House across from the Willis home. The former Willis home was named "St. Anthony's Hall" and used for school purposes until sold to private concerns in 1973. The house was designated a National Historic Landmark in 1977. In 1990, new Federal legislation expanded the interpretive responsibilities of Vicksburg National Military Park, ". . . to interpret the campaign and siege of Vicksburg from April 1862 to July 4, 1863, and the history of Vicksburg under Union occupation during the Civil War and Reconstruction." This compelled the park to consider acquisition of the Willis-Cowan House and its operation as a visitor contact facility, which was authorized by new legislation in 2002. On October 18, 2003, the National Park Service acquired the house (Joseph A. Oppermann - Architect, P.A., *Vicksburg National Military Park, Pemberton's Headquarters (Willis-Cowan House) Historic Structure Report*, May 2005).



FIGURE 18. Shirley House during the siege, showing Union "shebangs" or dugouts.

Federal engineers made efforts to break through the Confederate lines with thirteen approaches.

One of the offensive field positions established by the Union army during the siege was Battery Benton, now within the present-day Navy Circle parcel. Constructed and completed in June 1863 on a knoll approximately 900 yards south of South Fort, Battery Benton was part of numerous efforts by the Union army to assault South Fort at the southern end of the Confederate defensive line.

At first Union forces utilized 32-pounder smoothbore guns to attack South Fort, but later two 42-pounder rifles were employed after the original guns proved ineffective. The more powerful rifles proved successful, and the combined fire from the battery and gunboats in the river helped cause the deterioration of the walls at South Fort.

As shown in Fig. 18, the Union forces created a network of "shebangs" or dugouts on the slope southeast of the Shirley House. The term "shebang" can refer to any type of temporary shelter built by soldiers. At the Shirley House site the shebangs consisted of small pit-like excavations enhanced by wood plank walls and roofs. The approach on the Jackson Road, known as Logan's Approach, was one of the main objects of the Union commanders:

This was the approach in front of McPherson's corps, on which most work was done. It

followed the ridge along which the Jackson road runs, and approached a high, commanding salient, called by us Fort Hill, which, if once in our possession, would have made this part of the enemy's line untenable.³⁷

On June 25, as Union soldiers dug a tunnel under the Third Louisiana Redan on Jackson Road, the sound was heard by the Confederates within; in response, Major Samuel Lockett quickly had a line of secondary trenches constructed to the rear of the redan. The Union forces exploded a mine containing 2,200 pounds of powder in the tunnel, creating a crater twelve feet deep and fifty feet across, but the Confederates successfully repulsed the Forty-fifth Illinois Infantry charge through this opening. The explosion on July 1 severely damaged the redan but no attack followed.

In response to Federal efforts, Confederate engineers maintained countermining activities. Confederate counterattacks included sinking of the Union ironclad *Cincinnati*. On June 7, Major John Walker's Texas Division attacked Milliken's Bend and Young's Point in Louisiana, in an attempt to bring relief to Vicksburg. At Milliken's Bend, Walker's forces withdrew after savage fighting with black troops, and Confederates met with defeat at Helena, Arkansas, on July 4.

The Surrender

By the beginning of July, Pemberton felt that he could do no more to save Vicksburg. Recognizing that no support would come from Jackson or from Confederate troops in the Trans-Mississippi states, Pemberton may also have been influenced by a letter signed "Many Soldiers," ostensibly written by his troops, suggesting surrender so that they would not have to desert. Pemberton met with his four division commanders: Major Generals Carter L. Stevenson, Martin Luther Smith, John H. Forney, and John S. Bowen; the commanders were unanimous in their conclusion that the exhausted troops could not be successfully evacuated. Pemberton thought that better terms could be negotiated by offering to

surrender on the Fourth of July. On July 3, 1863, he told his division commanders: ". . . my own preference would be to put myself at the head of my troops and make a desperate effort to cut our way through the enemy . . . But my duty is to sacrifice myself to save the army which has so nobly done its duty to defend Vicksburg. I therefore concur with you and shall offer to surrender this army on the 4th of July."³⁸

On July 3, Pemberton opened surrender negotiations with Grant, offering an armistice for several hours to arrange for the surrender. As at Fort Donelson, Grant demanded unconditional surrender; Pemberton refused and demanded terms. Gen. John Bowen, a neighbor of Grant's in St. Louis before the war, and although dying of dysentery, undertook the mission of carrying the message to Grant in hopes that his friendship would assist in the negotiations. At 3:00 p.m., Lieutenant General Pemberton, accompanied by General Bowen and Col. Louis M. Montgomery, met with General Grant, his staff, and Generals E. O. C. Ord, James McPherson, John Logan, and A. J. Smith under a tree only 200 feet from the Confederate trenches. Terms were reached in which the soldiers were required to give up their arms but were paroled, allowed to go free if they promised not to fight until exchanged on a one to one basis with Federal prisoners, while officers were allowed to retain their side arms, clothing, and one horse. Grant likely made the decision to agree to these terms based on the practical difficulties of transporting 30,000 soldiers to Cairo, Illinois, as prisoners, many of whom were from the southwest and if released, would go home or north to find work until the war ended. After midnight on the morning of July 4, 1863, Pemberton sent Grant a message accepting the terms of surrender. On July 4, Federal soldiers marched into Vicksburg along the Jackson Road to

37. O.R., series I, vol. 24, part II, 173.

38. National Park Service ". . . to catch the rabbit . . ." <<http://www.nps.gov/vick/forteachers/sitebulletins.htm>> (accessed September 17, 2007).

the Warren County Courthouse, and Confederate soldiers stacked their arms.³⁹

After the Vicksburg campaign, Pemberton accepted a reduction in rank in 1864 and served the rest of the war in the eastern theater. Johnston assumed command of the Army of Tennessee in 1864, was relieved by Davis during the Atlanta campaign, and returned to lead that army during the closing months of the war in North Carolina. John Bowen died of dysentery shortly after the siege. As a result of the campaign, Grant became a national hero. Following the Union victory at Chattanooga, he became commander of all Union forces and led the Federal army to triumph over Robert E. Lee in Virginia. In 1868, he was elected President. Sherman became famous following his Georgia campaign of 1864, the capture of Atlanta and the “march to the sea,” and further victories in North Carolina. After the war he succeeded Grant as general of all U.S. armies.

On July 9, 1863, the Confederate defenders at Port Hudson, Louisiana, surrendered, and Union control of the Mississippi River was uncontested. In a letter to James C. Conkling on August 26, 1863, President Lincoln wrote, “The Father of Waters again goes unvexed to the sea.”⁴⁰ On April 9, 1865, Gen. Robert E. Lee surrendered to Gen. Ulysses S. Grant at Appomattox, Virginia, and the Civil War ended.

Commemoration in the Nineteenth Century

In 1867, a military government was established in Mississippi after the reconstructed government of Mississippi was rejected by the U.S. Congress. In the following year, the state’s first biracial constitutional convention drafted a constitution protecting the rights of freedmen (ex-slaves) and punishing ex-Confederates; this constitution was rejected by the voters. In 1869, under the

leadership of James L. Alcorn, Mississippi ratified a constitution that did not require punishment of ex-Confederate soldiers. On February 23, 1870, Mississippi was readmitted to the Union and civil government was gradually restored under Governor Alcorn.

The construction of fortifications, the campaign, and the siege of Vicksburg greatly affected the landscape of the city and its surroundings. Trees were cut, buildings were burned, farmland was dug up, and even the topography of the area was altered. Immediately after the surrender, Mary Loughborough, a Vicksburg resident, described the battle-ravaged landscape:

On the hill above us, the earth was literally covered with fragments of shell—Parrott, shrapnel, canister, besides lead in all shapes and forms, and a long kind of solid shot, shaped like a small Parrott shell. Minie balls lay in every direction, flattened, dented, and bent from the contact with trees and pieces of wood in their flight. The grass seemed deadened--the ground ploughed into furrows in many places; while scattered over all, like giants' pepper, in numberless quantity, were the shrapnel balls.⁴¹

For the remainder of the Civil War and into the Reconstruction period, Vicksburg was occupied by Union troops. The city began the slow process of recovery. In 1866, *Harper’s Weekly* described Vicksburg:

The sketch is made from a hill once the site of a Spanish fort, and during the siege of Vicksburg, a portion of the Confederate line of defenses. Prominent is the Court-house, still showing the marks of the peppering it got from the Yankees. Below the left facade is the house, formerly a bank, now headquarters of the Freedmen’s bureau. To the right is a flag-staff and a fort, the highest in the line, and where “Whistling Dick”—a gun well known to the Union army—had its eyrie. Another flag-staff, away to the left of the picture, shows the headquarters of the commander of the Department, that fine old warrior, General Wood. Negro-huts dot the middle distance,

39. Ibid.

40. President Abraham Lincoln, letter to James C. Conkling, August 26, 1863, in *Collected Works of Abraham Lincoln* 6 (Piscataway, New Jersey: Rutgers University Press 1953, 1990), 409.

41. Risk, *Draft Cultural Landscape Report*.

while to the right the river stretches off into the distance, showing a little of the opposite shore, where Grant camped a large portion of his army and tried to make a canal.

The trees and gardens of Vicksburg give it a delightful appearance. Choice flowers and shrubs flourish almost spontaneously, blossoming even through the winter. As it rained all the time I was there I can testify to the superior capabilities of the soil in the matter of mud. At other times the inhabitants say the dust is unbearable, which, indeed, is the case in all the Mississippi towns and cities. Capacious culverts are there to carry off the water, but for all that it cuts ravines through the roads, and occasionally renders the streets impassable. One block from the Washington Hotel there was a gully cut through the street by the rain, ten or twelve feet deep. The Post-office and a number of stores and houses were flooded by leaky roofs, without, however, disturbing the equanimity of the owners to any degree.⁴²

With the protective tree and vegetation cover disturbed by the fortifications and siege, ridgetop fields began to erode by water and wind. Sides of ravines were scarred with gullies, while major ravines filled with silt that remained wet and boggy. These ravines grew into dense canebrakes, with slopes between bottoms and open fields at top covered with tangled scrub.

Before the war had ended, commemorative efforts were underway on the battlefield. On July 4, 1864, on the first anniversary of the surrender, a small stone obelisk was placed to mark the site of the surrender interview between Pemberton and Grant. The oak tree that had been located on the site of the surrender was apparently lost to souvenir-seekers.⁴³ The monument was described in the local newspaper prior to its completion:

At present there is simply a square base, surmounted by an ornamental ball of marble, surrounded by masonry protected by Roman cement and an iron fence of simple but

appropriate design. Lying outside the fence is a square white marble obelisk about eight feet long on which is the following inscription:

Place of Interview
--Between--
Maj. Gen. U. S. Grant, U. S. A.
--And--
General Pemberton,
July 3d, 1863

When the obelisk is placed on its base, surmounted by the ornamental ball, it will present a very neat appearance, and will be about fourteen feet high.⁴⁴

The stone obelisk marker was surrounded by a low decorative iron fence (Fig. 19). The obelisk was damaged by visitors who removed pieces of stone from its shaft; consequently, it was removed to the Cherry Street Railroad Station in 1867; to the "Indian mound" in the Vicksburg National Cemetery in 1868; and finally to the visitor center after 1970. An upright cannon tube engraved with a commemorative inscription was erected in the late 1860s to mark the site of the surrender interview.



FIGURE 19. The Surrender Interview Site Monument in 1865.

42 Alfred R. Waud, "Pictures of the South: Vicksburg."

43 Risk, *Draft Cultural Landscape Report*.

44 *Vicksburg Daily Herald*, June 15, 1864.

A significant change to the postwar landscape occurred in 1876, when a flood diverted the Mississippi River from its channel. The river had curved in a sharp bend at the northern edge of the city, but the new course cut off the northern portion of De Soto Point and met the bluffs south of the city. As a result, Vicksburg was no longer located adjacent the main channel of the river. A diversionary canal was built in the early 1900s from the Yazoo River into the former channel of the Mississippi River to reestablish Vicksburg as a port. The abandoned oxbow bend was named Lake Centennial.⁴⁵

The National Cemetery

The first national cemeteries established by Congress in 1862 were created to provide a burial place for soldiers who died in the service of the country, a provision applicable only to Union war dead. The first established unit of what would become the national cemetery system was the soldiers' cemetery at Gettysburg, laid out by the State of Pennsylvania in 1863. On Christmas Day 1863, Maj. Gen. George H. Thomas ordered the establishment of a national cemetery at Chattanooga. Orders to establish a national cemetery at Stones River were issued in 1864. Beginning in 1867, the federal government established twenty-six national cemeteries on or near Civil War battlefields. The national cemeteries became central to memorial services, first with the holiday known as Decoration Day, which initially recognized the Union dead, and later became Memorial Day.

On April 12, 1866, the Vicksburg National Cemetery was established by Congress. Land for the cemetery was acquired on August 27, 1866, and interments had begun by February 1867.⁴⁶ As lands on which fighting occurred were put back into cultivation, bodies of soldiers were discovered and public outcry helped hasten establishment of the cemetery. Covering 110 acres, the cemetery at Vicksburg was constructed on land that was

occupied by Union forces during the siege. It was constructed in descending terraces to accommodate the sloping site and the unstable loess soils.

During the Civil War, soldiers who died from wounds or disease were typically buried close to where they died, with their graves marked with a name etched on a wooden board. After the creation of Vicksburg National Cemetery, extensive efforts were made by the War Department to locate the remains of Union soldiers originally buried in Arkansas, Louisiana, and Mississippi in areas occupied by Federal forces during the campaign and siege. By the time of these re-interments many of the wooden markers had been lost to the elements and it was impossible to identify the soldiers. Following the Civil War, the U.S. Army re-interred the remains of 300,000 Union soldiers buried in the South in national cemeteries throughout the country.⁴⁷ The cemetery at Vicksburg holds the remains of 17,000 Union soldiers, the largest number of any national cemetery, of whom almost 13,000 are unidentified. The original entrance to the cemetery was from the riverfront road (Washington Street/Old U.S. Highway 61), which led to the southwest corner of the cemetery. At this entrance, a masonry archway was constructed. This archway still exists but is closed to vehicular access. Other burials in the cemetery include 1,300 veterans of later conflicts, veterans who served during peace time, former cemetery superintendents and their families, wives and children of veterans, government workers, and a few civilians.

Confederate dead from the siege of Vicksburg were buried behind Confederate lines, mostly in the Vicksburg City Cemetery (Cedar Hill Cemetery), in an area called "Soldiers' Rest." Approximately 5,000 Confederates soldiers are believed to be buried there, of whom 1,600 are identified.

45. Risk, *Draft Cultural Landscape Report*.

46. National Park Service, Statement for Management: Vicksburg National Military Park (1990), 4.

47. National Park Service, "Cemetery History" <<http://www.nps.gov/vick/historyculture/cemhistory.htm>> (accessed September 17, 2007).

A permanent enclosing wall was constructed around the cemetery in 1874, with work completed within one year.⁴⁸ In 1883, the Gardener's Cottage was constructed in the Vicksburg National Cemetery.⁴⁹ The maintenance building was constructed in the 1930s.

Vicksburg National Cemetery was under the jurisdiction of the War Department until 1933, when administration was turned over to the National Park Service. When the last cemetery superintendent, Randolph G. Anderson, retired in 1947, supervision of the cemetery became the responsibility of the superintendent of Vicksburg National Military Park.

Vicksburg National Cemetery has been closed for burials since May 1961, except to those individuals who had reserved space for interment prior to that time.

The Hebrew Cemetery

The "Hebrew" Cemetery, also known as Anshe Chesed Cemetery, is located adjacent to Temple Anshe Chesed at the eastern end of Grove Street, where the street ends in the battlefield near the visitor center. The cemetery was established in 1864, when on August 23, the parcel of land was deeded to the Board of Trustees of Anshe Chesed Congregation for the purpose of establishing a burying ground. Shortly thereafter, bodies were removed from the old cemetery, the site of which is unknown, and re-interred in the cemetery. The first burial in the present cemetery most likely took place in May 1865, when a man named Mayer was buried in grave No. 1.⁵⁰ The land for the cemetery was sold to the Jewish community by the Kiersky family. The cemetery is sited where the Second Texas Lunette fought Union forces during the siege of Vicksburg.⁵¹ Two rabbis are buried in

the cemetery, one of whom is Bernard Gotthelf, a chaplain for Union soldiers, who died in the 1878 Yellow Fever epidemic while ministering to the community. Six Jewish Confederate veterans are buried there, including Philip Sartorius, the first Confederate soldier wounded in the siege.⁵²

Commemoration prior to Establishment of the Park

In 1887, the Louisiana Monument on Monroe Street was dedicated in a ceremony during a reunion of veterans of Louisiana and Mississippi. In a speech during the dedication, the Honorable Thomas Martin Marshall revealed the strong impulse toward forgetfulness and redemptive commemoration:

Let the name of those who fell be inscribed on the honor roll of those devoted men, who, in all ages and in every clime regardless of selfish considerations, untrammelled by custom, have burst the shackles of political law and immolated themselves upon the altar of liberty, of those who succeeding, are hailed as heroes failing are mourned as martyrs.

Their gallantry told in story and sung in song shall animate rising generations in time of our country's need (which may kind Heaven long avert) to emulation in a happier cause. Their bravery, imperishably linked with that of their more fortunate foes, shall be, to succeeding ages, a common heritage of pride.⁵³

The movement toward sectional reconciliation that marked the 1880s and 1890s, as expressed in joint reunions of Union and Confederate veterans, focused on battlefield bravery and sacrifice. These

48. Richard Meyers. *The Vicksburg National Cemetery: An Administrative History*, 1968.

49. Statement for Management, 14.

50. Information provided by Virginia DuBow, Vicksburg National Military Park. The old cemetery may have been located on the site of the present-day Grove Street School.

51. International Association of Jewish Genealogical Societies - Cemetery Project,

<<http://www.jewishgen.org/cemetery/northamerica/miss.html>>. This web site lists sources for information about the cemetery, including a listing of burials for the 500 to 1,000 graves. Also, the web site notes that Congregation Anshe Chesed documents exist in the American Jewish Archives, 3101 Clifton Avenue, Cincinnati, Ohio 45220-2488; telephone 513-221-1875. Anshe Chesed is listed as dating from 1841 in the National Register of Historic Places.

52. Source: Larry Brook, editor, *deepsouthjewishvoice.com* [May 2005]

53. Meyers, Chapter 2, page 6.

memorials did not recognize the contributions of black Americans during the war.⁵⁴ Confederates participated in reunions after 1880, and in 1888, a watershed gathering of both Union and Confederate veterans occurred at the twenty-fifth anniversary of the Battle of Gettysburg.

In May 1890, a week-long reunion of Union and Confederate troops occurred at Vicksburg, with a parade, fireworks, concerts, and visits to various battlefield sites and the national cemetery. The veterans also attended the decoration of Confederate graves in the city cemetery at Cedar Hill. No monument to the Confederate dead had yet been established at Cedar Hill, and the battlefield was unmarked, encouraging support among the veterans to preserve and mark the important battlefield sites.

Creation of the Park

In the North, several veterans' organizations formed in the wake of the national cemetery movement. The largest and most influential of these was the Grand Army of the Republic (GAR), founded in Springfield, Illinois, in 1866. From 25,000 members in 1877, the organization grew to 409,000 members by 1890 and offered benefits including funeral services for members and admission to old soldiers' homes run by the organization.⁵⁵ Numerous other veterans' groups consisting of Union and Confederate veterans also appeared in the decades following the war. In the South, these included the Southern Historical Society, founded in 1869 by veterans including Gen. Braxton Bragg; the Association of the Army of Northern Virginia (AANV), founded in 1870; and the Association of the Army of Tennessee, founded in 1871. Several local women's groups banded together to form the United Daughters of the Confederacy (UDC) in September 1894.

54 James M. Mayo, *War Memorials as Political Landscape* (New York: Preager Publishers, 1988), 256.

55. Wallace E. Davies, *Patriotism on Parade: the Story of Veterans' and Hereditary Organizations in America, 1783–1900* (Cambridge, Massachusetts: Harvard University Press, 1955), 31–35.

The GAR was involved in preservation of the Gettysburg battlefield as a memorial to the men who fought in the battle, and also in preserving the battlefield of Vicksburg.⁵⁶ The Societies of the Army of the Cumberland and the Army of the Tennessee also urged the creation of parks, the former to preserve the battlefields of Chickamauga and Chattanooga and the latter to preserve the battlefield of Shiloh. A bill was submitted in early 1890 to create a national park at Chickamauga and Chattanooga that would mark the lines of both sides and interpret the tactical aspects of the battles with strategically placed observation towers. These two clashes engaged troops from every Southern state, eighteen Northern states, and involved famous generals as commanders on both sides. Realizing the national significance of the battlefield, Congress established a national military park at Chickamauga and Chattanooga on August 18, 1890, two years after the Gettysburg reunion. Congress later passed legislation that created national military parks at Antietam in 1890, Shiloh in 1894, and Gettysburg in 1895.⁵⁷

In 1895, the Vicksburg National Military Park Association was formed to promote congressional designation of a park at Vicksburg. Initial association members included John F. Merry, Lt. Gen. Stephen D. Lee, Maj. L. C. Davidson, Capt. William T. Rigby, and Col. Charles C. Flowerree. All except Flowerree were veterans of the Vicksburg campaign.⁵⁸ On February 21, 1899, President William McKinley signed into law an Act to establish a national military park to commemorate the campaign, siege, and defense of Vicksburg.

56. Ibid.

57. Sean M. Styles, *Stones River National Battlefield Historic Resource Study* (Atlanta, Georgia: Cultural Resources Division, Southeast Regional Office, National Park Service, 2004), 62, citing John C. Paige and Jerome A. Greene, *Administrative History of Chickamauga and Chattanooga National Military Park* (Denver: National Park Service, Denver Service Center, 1983), 9–10.

58. Risk, *Draft Cultural Landscape Report*.

The enabling legislation for a national military park at Vicksburg states:

... in order to commemorate the campaign and siege and defense of Vicksburg, and to preserve the history of the battles and operations of the siege and defense on the ground where they were fought and were carried on, the battlefield of Vicksburg, in the State of Mississippi, is hereby declared to be a national military park whenever the title to the same shall have been acquired by the United States and the usual jurisdiction over the lands and roads of the same shall have been granted to the United States by the State of Mississippi; ... that is to say, the area enclosed by the following lines, or so much thereof as the commissioners of the park may deem necessary, to wit: Beginning near the point where the graveyard road, now known as the City Cemetery road, crosses the line of the Confederate earthworks, thence north about eighty rods, thence in an easterly direction about one hundred and twenty rods, thence in a southerly direction, and keeping as far from the line of the Confederate earthworks as the purposes of the park may require and as the park commission, to be hereinafter named, may determine, but not distant from the nearest point on said line of Confederate earthworks more than one hundred and sixty rods at any part, to a point about forty rods south and from eighty to one hundred and sixty rods east of Fort Garrott, also known as the "Square Fort;" thence in a westerly direction to a point in the rear of said Fort Garrott, thence in a northerly direction across the line of the Confederate earthworks and to a point about two hundred feet in the rear of the said line of Confederate earthworks, thence in a general northerly direction, and at an approximate distance of about two hundred feet in the rear of the line of Confederate earthworks as the conformation of the ground may require, to the place of beginning. This to constitute the main body of the park. In addition thereto a strip of land about two hundred and sixty-four feet in width along and including the remaining parts of the Confederate earthworks, namely, from the north part of said main body of the park to and including Fort Hill or Fort Nogales on the high hill over looking the national cemetery, and from the south part of said main body of the park to the edge of the bluff at the river below

the city of Vicksburg; and also in addition thereto a strip of land about two hundred and sixty-four feet in width, as near as may be, along and including the Federal lines opposed to the Confederate lines here-in and above named and not included in the main body of the park; and in further addition thereto such points of interest as the commission may deem necessary, for the purposes of the park and the Secretary of War may approve; ... the whole containing about one thousand two hundred acres, and costing not to exceed forty thousand dollars.⁵⁹

The enabling legislation called for the restoration of the forts and lines of fortifications, and marking of the lines of battles and other points of interest with tablets. The legislation also gave authority to any State that had troops engaged in the campaign, siege, or defense of the city of Vicksburg from March 29 to July 4, 1863, to erect monuments and markers in memory of its soldiers. The legislation further specified that the Secretary must approve the location, design, and inscription of all memorials placed upon the battlefield.

The Secretary of War was authorized to acquire title to land through purchase or leasing, and to detail an officer of the Engineer Corps of the army to assist the commissioners in establishing the Park. Lessees were required to "cultivate their present holdings upon condition that they will preserve the present buildings and roads and the present outlines of field and forest, and that they will only cut trees or underbrush under such regulations as the Secretary of War may prescribe, and that they will assist in caring for and protecting all tablets, monuments, or such other artificial works"⁶⁰

Further, the Act established a commission of three members, to be appointed by the Secretary of War, each of whom had served at the time of the siege and defense. Two of the commissioners were to have served in the Union army and one in the Confederate army. The commissioners were to elect a chairman as well as a secretary/historian, to

59. 30 Stat. 841.

60. *Ibid.*

have offices in Vicksburg or within the park. The duties of the commissioners were outlined as follows:

... to restore the forts and the lines of fortification, the parallels and the approaches of the two armies, or so much thereof as may be necessary to the purposes of this park; to open and construct and to repair such roads as may be necessary to said purposes, and to ascertain and mark with historical tablets, or otherwise as the Secretary of War may determine, the lines of battle of the troops engaged in the assaults, and the lines held by the troops during the siege and defense of Vicksburg the headquarters of General Grant and of General Pemberton, and other historical points of interest pertaining to the siege and defense of Vicksburg within the park or its vicinity; ...⁶¹

The 1,200-acre park as established in 1899 encompassed the entire area of the siege and defense lines around the city and included the headquarters site of Union commander Maj. Gen. Ulysses S. Grant. Private property owners within the area to be incorporated into the park were offered life leases and required to “cultivate their present holdings upon condition that they will preserve the present buildings and roads and the present outlines of field and forest, and they will only cut trees or underbrush under such regulations as the Secretary of War may prescribe, and they will assist in caring for and protecting all tablets, monuments, or such other artificial works. ...”⁶²

In 1899, the Secretary of War appointed a commission to oversee the acquisition of land for the park and the placement of roads, monuments, and battle line markers. As required by the enabling legislation, the commission included two Union and one Confederate veterans: Lt. Gen. Stephen D. Lee of Columbus, Mississippi, Capt. William T. Rigby of Mt. Vernon, Iowa, and James G. Everest of Chicago, Illinois. The group chose Lee as the chair of the commission. In the

commission’s first annual report, prepared in September 1899, the cost for continuing work at the park was estimated:

... for the compensation of three civilian Commissioners, the Secretary, assistant Secretary and assistant to the Commissioner; for clerical and other services, labor, iron gun carriages, monuments, markers and historical tablets, maps and surveys, roads, bridges, restoration of earthworks, purchase and transportation of supplies and materials ... , Two Hundred and Fifty Thousand Dollars. ...⁶³

An army engineer was appointed to prepare a topographical survey of the park property. The survey work began at South Fort in June 1899. Existing local roadways such as Graveyard Road and Jackson Road were used to define the tour routes to the extent possible. Two new roadways, Union Avenue and Confederate Avenue, were defined, generally following the battle lines during the siege. Re-grading was required to create level roadbeds for these two new routes, and new bridges were built to carry these roadways over the ravines and bayous of the park. With input from veterans, markers and tablets were placed along the battle lines indicating the location of various regiments. A 1903 park plan (Fig. 20) shows the proposed routes for the avenues, as well as the proposed locations of state monuments.

In January 1900, the federal government acquired from the Refuge Oil Company the 1.3 acre site including the remnant fortification that currently makes up the Louisiana Circle parcel. Soon thereafter, the site was developed to accommodate visitors through the construction of a road encircling the remnant fortification and the placing of a tablet, granite monuments, and an artillery piece. In January 1900, the federal government also acquired the 3.7 acre parcel associated with South Fort from Thomasene Woolsey and Mary Hughes. In January 1901, the Federal government purchased a 4.9 acre parcel

61. Ibid.

62. Ibid.

63. Vicksburg National Military Park Commission, first annual report (September 1899), as cited in Risk, *Draft Cultural Landscape Report*.

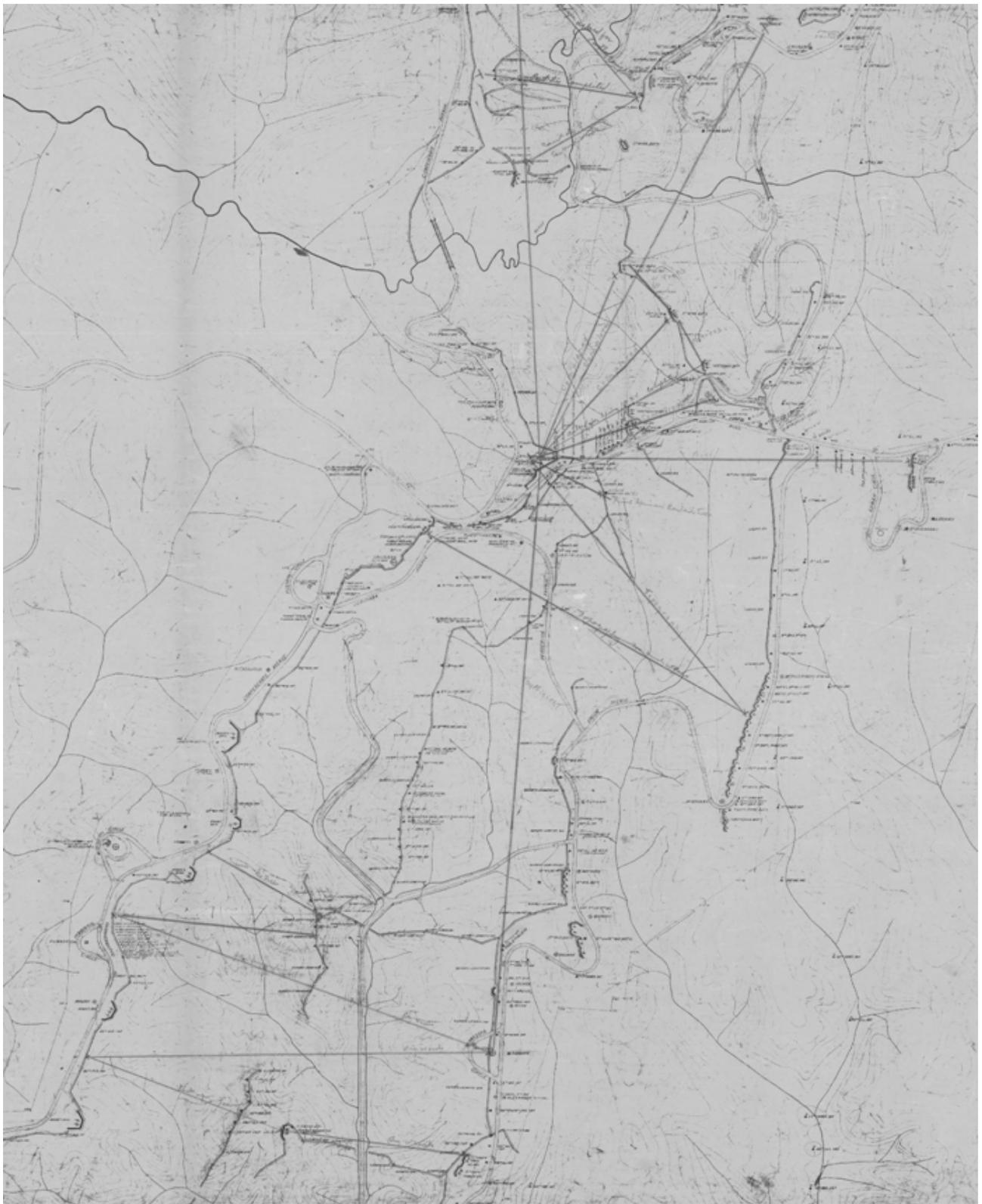


FIGURE 20. An excerpt from one sheet of the 1903 park plan, annotated to show marker locations and sightlines. Refer also to sheet no. 3 in Appendix E.

that included the surviving fortification at present-day Navy Circle from Woolsey and Hughes. At that time, improvements were made to the site and it became a unit of the Vicksburg National Military Park.⁶⁴ Soon thereafter, the parcel was developed similarly to Louisiana Circle, with the emplacement of a 42-pounder cannon and a cast iron tablet within the center of a circular hard-packed access road edged by curbing on the uphill side.

One of the few Civil War-era structures to survive in the park was the Shirley House (Fig. 21). During the siege of Vicksburg, the Shirley House (known as the “White House”) was used as headquarters for an Illinois regiment. The house served as a smallpox hospital for the Union army during 1864, and fell into disrepair after the Civil War. Alice Shirley Eaton sold the house to the U.S. government in May 1900, on the condition that her parents would be buried in the back yard and that the home would be fully restored. In 1902, restoration work was initiated at the Shirley House. The house later served as a visitor center and residence for park employees, the last of whom left the house in the mid-1960s.

By 1903, the tour roads and bridges were constructed.⁶⁵ Also in the early 1900s, three concrete observation towers were built to provide views over the battlefield. The towers were located at Logan Circle, just southeast of the intersection of Union Avenue and Old Jackson Road; on a high mound along Confederate Avenue to the east of Fort Hill; and near the southern end of the Confederate Avenue extension (Fig. 22).

Beginning in 1903, monuments were constructed by states from which troops had served in the battle and siege of Vicksburg (Fig. 23). These included Massachusetts (1903); New Hampshire (1904); Ohio (1905); Pennsylvania, Iowa, and



FIGURE 21. View of the Shirley House, undated photograph, circa 1890s.

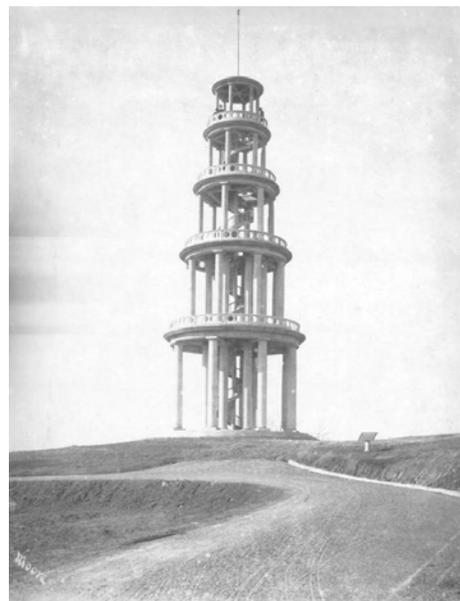


FIGURE 22. One of the observation towers erected in the park in the early 1900s.



FIGURE 23. View from the top of the observation tower at Logan Circle, showing the Illinois Monument and the Shirley House, circa 1906.

64. United States Military Reservations, General Act of Cession, copied in *Vicksburg National Military Park: Jurisdictional Compendium* (January 2001). Louisiana Circle is parcel 48, South Fort is parcel 51, and Navy Circle is parcel 107.

65. Statement for Management, 7.

Illinois (1906); Minnesota and Virginia (1907); Rhode Island (1908); Mississippi (1909–1912); Wisconsin (1911); Maryland (1914); Michigan (1916); Missouri and New York (1917); Louisiana (1920); West Virginia (1922); North Carolina (1925); Indiana (1926); and South Carolina (1935). In addition, a monument to the Federal Navy was constructed in 1911. Many of these early state monuments had vertical proportions, enabling visitors to see the location marked from a great distance. Also, most if not all of the monuments included circle drives, enabling horse-drawn buggies to drive around all sides of the monument. The character of the park around 1910 is depicted in historic panoramic photographs (Appendix E, Fig. E1 through Fig. E6).

With the creation of the park, the agricultural landscape that characterized the site both before and after the Civil War began to change (Fig. 24). The local newspaper, the *Vicksburg Herald*, described the transformation of the site in September 1906:

Yesterday General Lee drove over the park with Capt. Rigby. He says that the aspect of the park has greatly improved since last he drove over it. The new tablets and markers have added much to its appearance. General Lee says that there is no military park in the world like it. Some people have wondered why the trees in the park were cut down and others have wondered why rows of trees have been planted along the different lines. The explanation to this is that as far as possible the park is intended to reproduce the conditions and situation of things during the siege of Vicksburg. In order that history should be followed the beautiful to some extent has to be sacrificed. In having the park lines bare of trees there has also been considerable sacrifice of comfort of people who drive over the lines in hot weather.⁶⁶

On July 11, 1920, an Act was approved to appropriate the unexpended balance of an appropriation under an Act of Congress approved

66 *Vicksburg Herald*, Sept., 14, 1906, quoted in Fazio, *Historic Structure Report on the Illinois State Monument in Vicksburg National Military Park*.

September 8, 1916, for the National Memorial Reunion and Peace Jubilee, held at Vicksburg. The unexpended balance of \$35,000 was designated to reimburse to Frederick A. Roziene, president of the National Association of Vicksburg Veterans, \$3,000, and to provide \$32,000 for the design and construction of a memorial archway to the national military park, to be erected at the intersection of Clay Street and the park entrance (Fig. 25). The Act also established a commission of three members to oversee construction of the arch, including the president of the National Association of Vicksburg Veterans, who served in the Union army; the chairman of the Vicksburg National Park Commission; and a resident of the State of Mississippi, who served in the Confederate army.⁶⁷

In 1927, the Vicksburg National Cemetery Superintendent's House was completed, replacing an earlier structure.⁶⁸ During the 1930s, agricultural life-estates within the park came to an end. In 1931, the Shirley House was drastically altered by Maj. John T. Harris, new superintendent of the park, to serve as his family residence. Changes to the building included construction of a rear addition, various exterior and interior modifications, and installation of new interior finishes. Shortly after the completion of these modifications, the park was transferred to National Park Service jurisdiction.



FIGURE 25. Unveiling the memorial entrance arch, 1920.

67 41 Stat. 104, 129

68 Statement for Management, 14.

Early National Park Service and Civilian Conservation Core Activities

Horace M. Albright, who succeeded Stephen T. Mather as director of the National Park Service in 1929, was instrumental in getting Congress to establish three new historical parks in the east. Albright accompanied President Franklin Roosevelt on a trip to Shenandoah National Park in 1933 and encouraged Roosevelt to place all military parks under the jurisdiction of the National Park Service. On August 10, 1933, under an executive transfer order, the NPS received the War Department's parks and monuments, the fifteen national monuments then held by the Forest Service, and the national capital parks (including monuments and memorials) in Washington, D.C.⁶⁹ On August 10, 1933, President Roosevelt signed Executive Order 6166, through which the National Park Service gained jurisdiction over all historic sites, battlefields, monuments, and parks previously administered by the War Department, the Department of Agriculture, and the Office of Public Buildings and Public Parks of the National Capitol.⁷⁰

Much of the development in the national parks in the 1930s occurred through the efforts of the new federal public works agencies established by President Roosevelt to provide unemployment relief and improve public welfare. On March 31, 1933, President Roosevelt signed the Federal Unemployment Relief Act, which provided for emergency conservation work on public lands and created the Civilian Conservation Corps (CCC) to provide work for the unemployed. In mid-May 1933, the National Park Service prepared to open sixty-three camps accommodating 12,600 men to work on national parks and monuments.⁷¹ Projects in the National Parks involved land reclamation

and park development, with \$40 million allocated by the PWA from 1933 to 1937 to fund road and trail construction, campground development, museum construction, and restoration of historic structures.⁷²

As many as six or seven camps were assigned to the larger national parks at one time [Vicksburg had a total of four camps]. Each was composed of two hundred men involved in work projects that would last six months. . . . As the CCC became more firmly established, these tent colonies were replaced by sturdier wooden structures, such as temporary army barracks and other facilities, arranged in a quadrangle around a parade ground and flagpole. . . . Emergency Conservation Work in the national parks made possible work that the park service had been trying to justify under ordinary appropriations. . . . Work undertaken in the first year included forest improvement projects, construction and maintenance of firebreaks, clearing of campgrounds and trails, construction of fire and recreation-related structures, road and trail building, forest fire suppression, survey work, eradication of exotic or disease-causing plants, erosion control, tree disease control, insect control, campground construction, and general landscape work.⁷³

Four Civilian Conservation Corps (CCC) camps were established at Vicksburg. The sites of at least two of these camps remain visible on the park landscape today. The CCC camp sites are indicated on a topographic survey map of the park prepared in 1935 (Fig. 26). By the 1930s, the park was experiencing significant problems from erosion of the fine loess soil. Sections of the tour road and several state monuments were apparently in imminent danger of being undermined by the unstable soil.⁷⁴ Between 1933 and 1941, the CCC regraded and planted areas within the park. Other

69. Executive Order No. 6166.

70. Styles, 69. Citing Barry Mackintosh, *The National Parks: Shaping the System* (Washington, D.C.: U.S. Department of the Interior, 1991), 24.

71. Linda Flint McClelland, *Building the National Parks* (Baltimore, Maryland: Johns Hopkins University Press, 1998), 336.

72. Arthur M. Schlesinger Jr., *The Coming of the New Deal* (Boston: Houghton Mifflin, 1959), 284–288.

73. McClelland, 338.

74. Risk, *Draft Cultural Landscape Report*.



FIGURE 26. Detail of a 1935 topographic survey of the park. CCC Camp No. 1 is at center.

CCC activities included road grading and paving, restoration of monuments (Fig. 27), and construction of a new bridge. The severity of the erosion and the degree to which CCC work altered the topography of the park are shown in progress photographs taken during the work (Fig. 28 through Fig. 32).

Typical work included the removal of “undesirable plant growth along park drives, etc., and around commemorative structures,” and the “pruning of broken and diseased branches from trees along park driveways and also vista cutting to afford a better view of the historical remains in the park as well as the planting of trees and shrubs for screen and roadside beautification purposes. . . .”⁷⁵ Bulldozers were used to reshape eroded hillsides, and concrete lined diversion gutters were created to improve drainage in the park.

The extent to which CCC workers planted new trees and contributed to forestation of the park (other than ornamental tree planting at the park perimeter) is not clearly described in photographs and other documents reviewed during this study. However, 1930s records of the War Department note:

Vicksburg's military park became the focus of CCC efforts. On April 13, Holt wrote his supervisors asking that a camp of fifty or a hundred men be assigned to Vicksburg. Holt expected the men to plant trees; he argued that since the park was “well laced up with highways,” the people would “get a close up view of governmental care of this growing forest.”⁷⁶

75. Superintendent's Narrative Report, February 6, 1935, sheet 6 of 19.

76. J. B. Holt, “Reforestation for Vicksburg National Military Park,” April 13, 1933, file 688, box 78, Records of the War Department Relating to National Parks, Records of the National Park Service, RG 79, National Archives, College Park, Maryland, cited in Christopher Waldrep, *Vicksburg's Long Shadow: The Civil War Legacy of Race and Remembrance* (Lanham, Maryland: Rowman & Littlefield Publishers, Inc., 2005), 263.



FIGURE 27. Repairs to the Wisconsin State Memorial, November 14, 1934.



FIGURE 28. View looking west, showing erosion approximately 150 yards northeast of the Missouri State Memorial during clearing and construction of anchor dams, October 11, 1934.



FIGURE 29. The same view as Fig. 28, showing erosion that occurred immediately during and after the clearing work, February 1935.



Figure 30. The same view as Fig. 28, showing filling operations, February 1935.



FIGURE 33. During the 1930s, trees and ornamental shrubs were planted along the park boundaries to screen views of adjacent private parcels. Photograph is dated March 17, 1938.



FIGURE 31. Earth grading operations at the same location as Fig. 28, July 18, 1935.



FIGURE 34. Fort Hill showing severe erosion of the hill face, April 1934.



FIGURE 32. The completed filled and regraded slope, November 7, 1935.



FIGURE 35. Fort Hill after completion of terracing and sodding work, 1937.

Specific CCC and PWA projects involving site work, as documented in photographs taken during the work, included:

- Trees and shrubs were planted between the park tour road and adjacent privately owned properties as screening (Fig. 33).
- In 1934–1935, CCC and PWA crews were filling and sodding at the north side of Graveyard Road near Ohio Circle; at the east side of Graveyard Redan on Confederate Avenue; on the north side of Navy Circle; and northeast of the Missouri Memorial. Crews were also performing repairs to the Wisconsin State Memorial (Fig. 27).
- Between 1934 and 1937, major erosion at Fort Hill was addressed by terracing of the hillside (Fig. 34 and Fig. 35).
- In 1936–1937, erosion control was implemented along the south side of Confederate Avenue, 200 yards west of Graveyard Road, and near Confederate Avenue at the site of the 38th and 37th Mississippi trench lines. These areas were filled and seeded with grass.



FIGURE 36. Terracing and sodding of the hillside along North Confederate Avenue, circa 1936.



FIGURE 37. Erosion of the hillside below the Navy Memorial, circa 1940.



FIGURE 38. Navy Memorial after completion of grading, filling, sodding, and construction of concrete gutters (at right), circa 1940.



FIGURE 39. CCC road grading operations, looking east from Observation Tower No. 1, showing north Confederate Avenue, October 2, 1935.

- Circa 1936, filling and sodding of the hillside was performed on North Confederate Avenue near Tower No. 1 (Fig. 36).
- Circa 1940, filling and sodding of the hillside near the Navy Memorial was performed (Fig. 37 and Fig. 38).

Road and bridge repairs and improvements were performed during the 1930s. As documented in project completion reports, road work included the following projects:

- December 1934–September 1935: Widening shoulders and related work on Confederate Avenue between Jackson Road and Baldwin Ferry Road.
- August 1934–January 1935: Reconstruction of three bridges: two on Union Avenue and one on Confederate Avenue at Glass Bayou.
- August 1935–April 1936: Grading and paving of Confederate Avenue from Graveyard Road to Connecting Avenue (Fig. 39), and paving of Pemberton Avenue to the Administration Building.
- August 1936–August 1937: Construction of the Hall’s Ferry Road bridge on Confederate Avenue. This bridge still exists but is outside of the present-day park boundaries.
- June 1937–June 1938: Replacement of the viaduct over Stout’s Bayou and Illinois Central Railroad on Confederate Avenue. This area is at the south end of the original park, outside of present park boundaries.
- June 1937–June 1938: Grading and concrete paving of Confederate Avenue from U.S. Highway 80 south to the General Buford Monument (beyond Florida Circle).
- April 1939–September 1939: Grading and concrete paving of Confederate Avenue from General Buford Monument south to U.S. Highway 61, as well as paving of Navy Circle, Louisiana Circle, and Virginia Circle. This area is entirely outside of the existing park.



FIGURE 40. The completed Administration Building, September 24, 1937.



FIGURE 41. The park maintenance buildings under construction, October 29, 1935.



FIGURE 42. The former Mississippi River Commission building, constructed 1929, served as a visitor center and museum for the park from 1944 to 1970.

Also, as documented in working drawings dated 1940, the pavement was removed at Tilghman Circle, New York Circle, Pennsylvania Circle, Missouri Monument, Kansas Circle, and Arkansas Circle.

From July 1935 to February 1936, the new Administration building was constructed (Fig. 40).⁷⁷ Other new buildings for park maintenance were constructed at about this same time (Fig. 41). In the late 1930s, the National Park Service made minor modifications to the Shirley House, including installation of new porch roofs and paving of the dirt floor in the basement with concrete.⁷⁸

In 1939, the national cemetery was expanded when an additional 76.28 acres were purchased between Fort Hill and U.S. Highway 61.⁷⁹ Unfortunately, the parcel was found to be unsuitable for burials due to underground springs in the area; this land is still part of the cemetery today.

During World War II in 1942, as part of a wartime scrap metal drive, numerous cast iron markers were removed from the park. These included more than 140 of the largest cast iron tablets and markers, which were then melted down and used in the construction of military supplies and equipment. Only one of the markers has been subsequently replaced.⁸⁰ In 1944, the Administration building was converted to the Superintendent's residence. Between 1944 and 1970, the park's visitor center was the adapted headquarters for the Mississippi River Commission, which had been constructed in 1929 (Fig. 42). The building was located behind Anshe Chesed Cemetery and was torn down in 1976.

Shortly after World War II, three additional state memorials were completed: Alabama (1951), Arkansas (1954), and Florida (1954).

In 1958, two small parcels of park land were transferred. A 3.1-acre parcel was transferred to the city for construction of a school. Also, a 1.32-acre parcel, part of the Navy Circle parcel and located on the east side of South Washington Street, was transferred to the Mississippi State Highway Commission for construction of a highway weighing station. The city and state agreed to transfer lands of equivalent value to the park:

... to transfer to the city of Vicksburg, Mississippi, for school purposes, a tract of park land containing three and one-tenth acres, more or less, now under revocable permit to said city, acting through its board of education, and to transfer to the Mississippi State Highway Commission a tract of park land containing one and thirty-two hundredths acres, more or less, now under revocable permit to said commission for use as a site for a weighing station. . . . city and highway commission shall transfer in exchange to the United States, for addition to Vicksburg National Military Park, such land or interests therein as may be mutually agreed upon and which are approximately equal in value to the properties being acquired in each case.⁸¹

In 1959, Union Avenue was reconstructed from Graveyard Road south to Jackson Road. The work included installation of new concrete curbs, gutters, and guardrails, and regrading of the road bed. Wisconsin Circle was obliterated as part of this work, but the bridges in this section were not included.⁸²

77 Albert A. Gustafson. *Final Construction Report for the Administration Building*. Washington, D.C.: Eastern Division, Branch of Plans and Design, National Park Service, January 21, 1936.

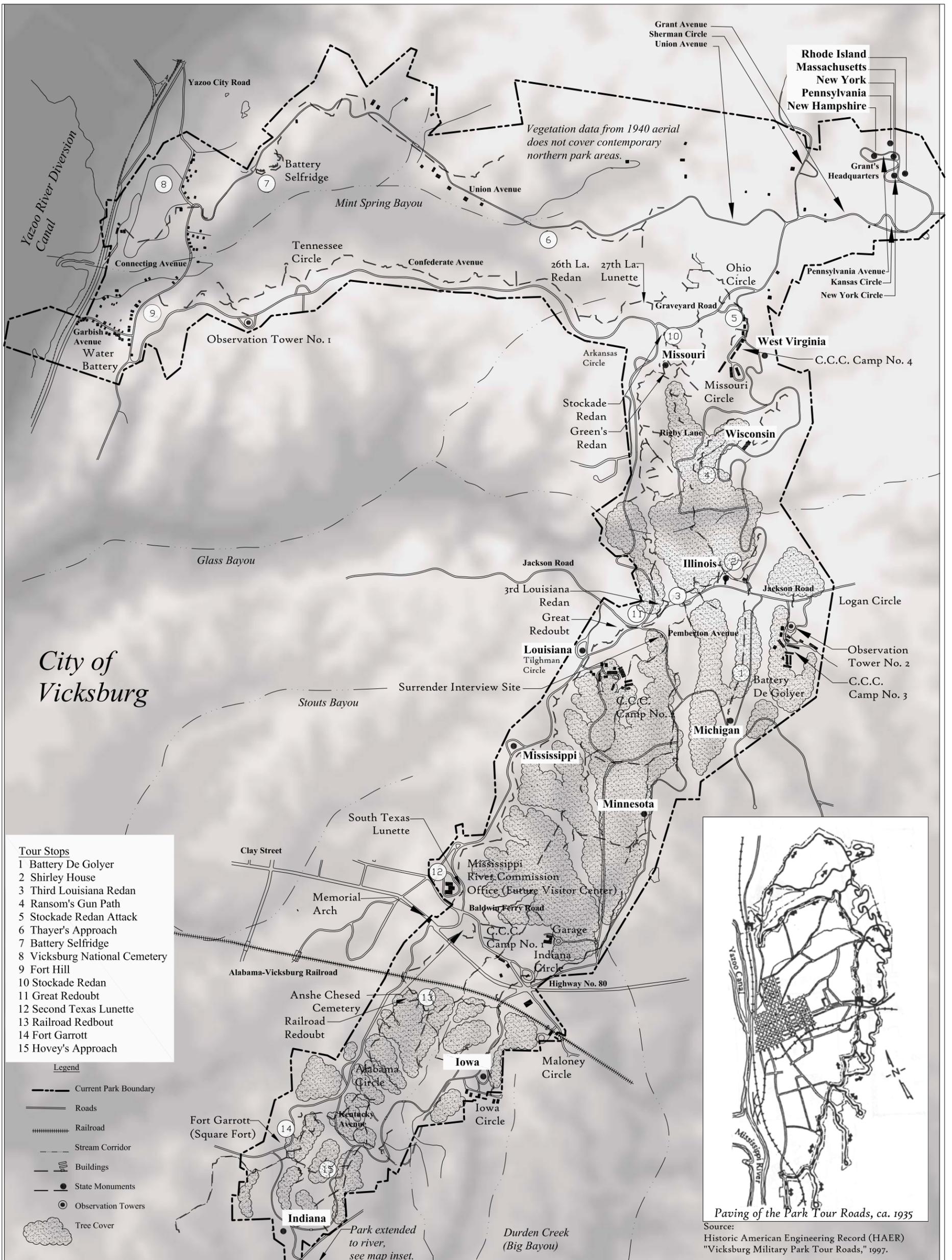
78. Buono, 26–29.

79. Statement for Management, 4.

80. Quantity "more than 140" provided by Virginia DuBow of NPS.

81. Public Law 85-667, August 14, 1958, 72 Stat. 617.

82. Bureau of Public Roads, Drawings for "Union Avenue: Grading, Gravel Base, Surfacing, and Other Work from Graveyard Road to Jackson Road," August 1957, revised July 1958, 20 sheets. Completion Report, March 1961.



JMA
John Milner Associates, Inc.

300 West Main Street Suite 201
Charlottesville, Virginia
22903

t: 434 979 1617

f: 434 979 3645

johnmilnerassociates.com

Cultural Landscape Report
**Vicksburg National
Military Park**

Historic Period Plans - 1935
Figure 43

In 1961, Sherman Avenue at the north edge of the park was reconstructed. At this time, Sherman Avenue was still connected to North Union Avenue at two points. Also, within the park, Connecting Avenue and the loop road through the cemetery were reconstructed, as was the northern loop portion of Grant Avenue. These projects included some adjustments to the right-of-way as well as new gutters, culverts, and paving. As part of the 1963 boundary adjustments, approximately twenty-four acres of land was quitclaimed to Warren County, including Sherman Avenue and the Sherman Avenue spur.⁸³

In 1961, the Vicksburg National Cemetery was closed to new burials, except for already reserved sites.⁸⁴

Mission 66 Era

The National Park Service Mission 66 program was developed to provide funding to revitalize the national parks over a ten year period concluding in 1966, to coincide with the agency's fiftieth anniversary. During and following World War II, limited funding and deferred maintenance had contributed to deterioration of the parks' infrastructure. At the same time, parks visitation had increased as Americans had more income, leisure time, and access to automobiles for transportation.

Conrad L. Wirth, an NPS landscape architect who had overseen NPS recreational planning and state park development during the 1930s, was appointed director of the NPS in 1951. In January 1956, Wirth proposed the Mission 66 program, supporting the concept with a slide show depicting the poor conditions of the parks that was presented to President Dwight D. Eisenhower and his cabinet. The multimillion-dollar Mission 66 project involved improvements to roads, expansion of

park facilities, and repair of existing infrastructure.⁸⁵

The most significant change to Vicksburg National Military Park during the Mission 66 era was a large adjustment to the park boundaries. On June 4, 1963, an Act was passed "to consolidate Vicksburg National Military Park and to provide for adjustments necessitated by the installation of a park tour road . . . in order to preserve and protect the essential historical features of Vicksburg National Military Park in the State of Mississippi and to enhance visitor enjoyment and safety by means of a park tour road and through the consolidation of park lands."⁸⁶ The act included quitclaim to the city of approximately 154 acres of land, in exchange for which the city agreed to maintain the roads and abutting land in a park-like character. The quitclaim land included land south of Fort Garrott with the exception of Navy Circle, South Fort, and Louisiana Circle. The park remained responsible for maintenance of the monuments located within the quitclaimed property. In exchange for this land, the city agreed to transfer up to 544 acres to the park's authorized boundary. The new land was primarily located along Union and Confederate Avenues in the northern portions of the park.⁸⁷ Along the former park roads, many markers, plaques, and stone monuments still exist, as well as several large state monuments. Some portions of this former parkland have been developed; for example, the site of the former Illinois Circle South is now a shopping center.

New state monuments constructed in the early 1960s included Kansas (1960), Texas (1961), and Georgia (1962). Other construction included additions to the two 1930s park maintenance buildings, completed in 1964.⁸⁸ Between 1963 and

83. Bureau of Public Roads, Drawings for "Sherman Spur, Connecting Avenue, Cemetery Road, Sherman and Grant Avenues: Grading, Structures, Gravel Base, Surfacing, and Other Work," February 1961. As-constructed set, June 1961, 38 sheets.

84. Statement for Management, 8.

85. Conrad L. Wirth, *Parks, Politics, and the People* (Norman, Oklahoma: University of Oklahoma Press, 1980), 111.

86. Public Law 88-37, June 4, 1963, 77 Stat. 55-56.

87. *Ibid.* Of the authorized 544 acre limit, the park could still acquire up to 118 acres beyond 2007 property line.

88. Project Completion Report, February 1965.

1966, the three observation towers built during the War Department years were demolished (Fig. 44).

In 1965–1966, extensive restoration work was undertaken at the Shirley House. Work included removal of non-historic partitions and additions constructed in 1931; raising of the building to permit replacement of the sill plate; gutting of the interior for implementation of structural repairs; removal and replacement of roof sheathing and roofing; and installation of new exterior wood siding. The interior was not restored during this project⁸⁹

In 1968–1970, a new visitor center was constructed to replace the previous building near the Confederate Avenue entrance. One of the original tour loops, Indiana Circle, was removed and the knoll on which it was located was leveled. A new entrance was created from Clay Street and a parking lot was constructed for the visitor center. As part of this project, the tour route through the park was reversed. Previously, visitors entered onto Confederate Avenue from U.S. Highway 80 and proceeded clockwise around the park loop.⁹⁰ An extensive plan to add shade trees and other landscaping to the visitor center site and parking lot was apparently not implemented, but earthen berms, benches, and other site furnishings were constructed.⁹¹

Prior to the Mission 66 era, local roads connected with park roads at twenty-one points, of which four were considered major park entrances (Fig. 45).⁹² A major portion of the work performed during the Mission 66 era included paving and reconstruction of the park tour roads, as well as roadwork outside the park boundaries, to create a



FIGURE 44. Demolition of one of the observation towers, 1966.



FIGURE 45. U.S. Highway 80 at the entrance arch, 1960s.



FIGURE 46. The newly cleared vista between the Louisiana Monument and Battery de Golyer, 1963.

89. Jon Buono, *Shirley House: Historic Structure Report* (Atlanta, Georgia: National Park Service Southeast Regional Office, Cultural Resources, 2004).

90. Risk, *Draft Cultural Landscape Report*.

91. National Park Service, Philadelphia Planning & Service Center. "Walks and Grounds Improvement, Visitor Center and Parking Area." February 27, 1968. 9 sheets in 2 sets.

92. Albert Manucy, *Interpretive Prospectus for Vicksburg National Military Park* (National Park Service, February 1961), 4.



FIGURE 47. Removal of Kentucky Avenue at the junction with Confederate Avenue, 1963.

self-contained one-way park tour road, separated from local roads.⁹³ Work also included stabilization of slopes in the park. In 1963, slope stabilization work was performed throughout the park, and trees were cleared from a sightline between the Louisiana Memorial and Battery De Golyer (Fig. 46), from an area east of the Missouri Memorial, and from an area east of Stockade Redan.⁹⁴

The 1964 drawings for Mission 66 Road, show the development of the new road from a connection with Confederate Avenue south of the railroad (near Fort Garrott) to East Main Street; a portion of the road north of East Main Street to Sky Farm Avenue/Lovers Lane intersection is shown as “future contract.”⁹⁵ This northern section would not be built until the late 1970s.

In 1968–1969, the park roads in the vicinity of the new visitor center were reconfigured. At the west edge of the park near Anshe Chesed Cemetery, the connection of Grove Street to the park tour road and the southward extension of Confederate

Avenue to U.S. Highway 80 (Clay Street) were removed. The historic Baldwin Ferry Road was regraded and realigned to serve as an east-west connection from Confederate Avenue to the visitor center site and Union Avenue. Similarly, the southward extension of Union Avenue to U.S. Highway 80 (Clay Street) was removed and reconfigured to connect to the visitor center parking lot, and the Memorial Arch was relocated to Union Avenue at the start of the tour route. Midway between Union and Confederate Avenues, a new north-south road was created, running south under a new overpass for U.S. Highway 80 and curving east to connect to the existing Union Avenue overpass over the railroad. In the vicinity of the Texas Monument, the former Confederate Avenue railroad overpass was disconnected from the park tour roads and retained to provide access to private residences on Melborn Place. At the same time as this project, North Union Avenue from Grant Avenue to Navy Memorial, and South Union Avenue in the portion of the park south of the railroad, were reconstructed.⁹⁶

In 1969 the steel arch bridge along North Union Avenue, between the present-day Wisconsin and West Virginia Monuments, was demolished and replaced with a culvert. Adjacent lands were regraded.⁹⁷ In the 1970s, three iron bridges dating to early 1900s were replaced. At this time, sixteen existing concrete bridges were identified as historic engineering structures.⁹⁸

In 1970, Old Jackson Road was removed in the vicinity of the Illinois Monument and Shirley House (Fig. 48). At the west end, the connection from the Hickenlooper Battery parking lot to Confederate Avenue was removed. At the east end,

93. Edward S. Zimmer, *Master Plan for the Preservation and Use of Vicksburg National Military Park: Chapter 5, Design Analysis, Visitor Center Development* (National Park Service, 1963).

94. Completion Report, January 1964.

95. Cavallo & Crout, Inc., Consulting Engineers, Drawings for “City of Vicksburg, Mission 66 Project,” June 1964, 21 sheets.

96. Bureau of Public Roads, “Reconstruction and Relocation of Roads, Bridge under Route U.S. 80,” April 1966, drawing set marked “As constructed,” June 1969.

97. Federal Highway Administration, “Grading, Drainage, and Other Work, North Union Avenue,” April 1969.

98. Statement for Management, 7. One of these sixteen bridges has subsequently been demolished.

the connection from Union Avenue to other public roads was removed.⁹⁹ In 1972, two new overpasses were constructed to carry Union Avenue and Confederate Avenue over modern Jackson Road/Glass Bayou; the 1903 steel bridge at Union Avenue was apparently demolished as part of this work, while the 1903 Confederate Avenue bridge was retained but closed to all traffic. In the late 1970s, an additional acre from the Navy Circle parcel was utilized by the Mississippi Department of Transportation to construct a parking lot for the state welcome center.

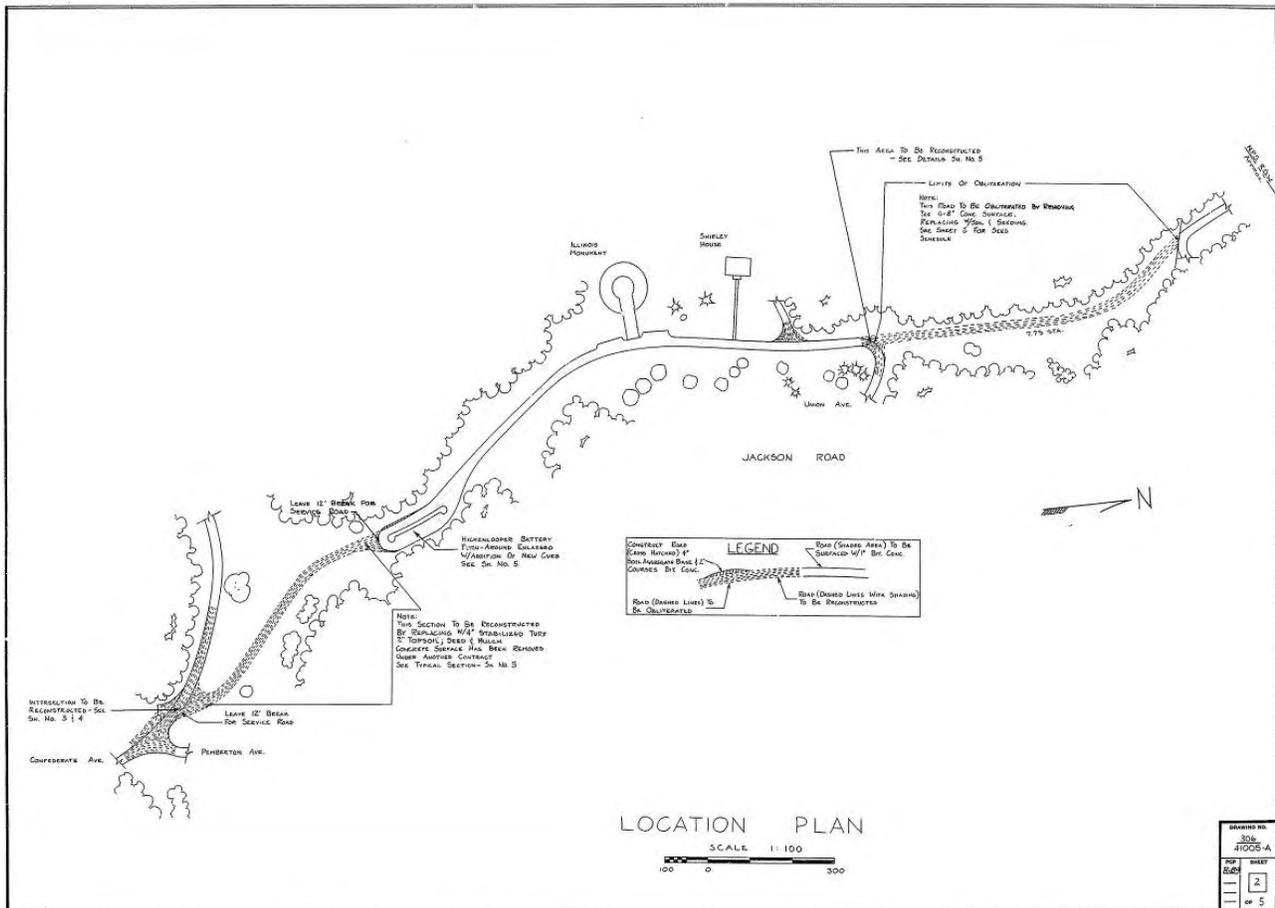
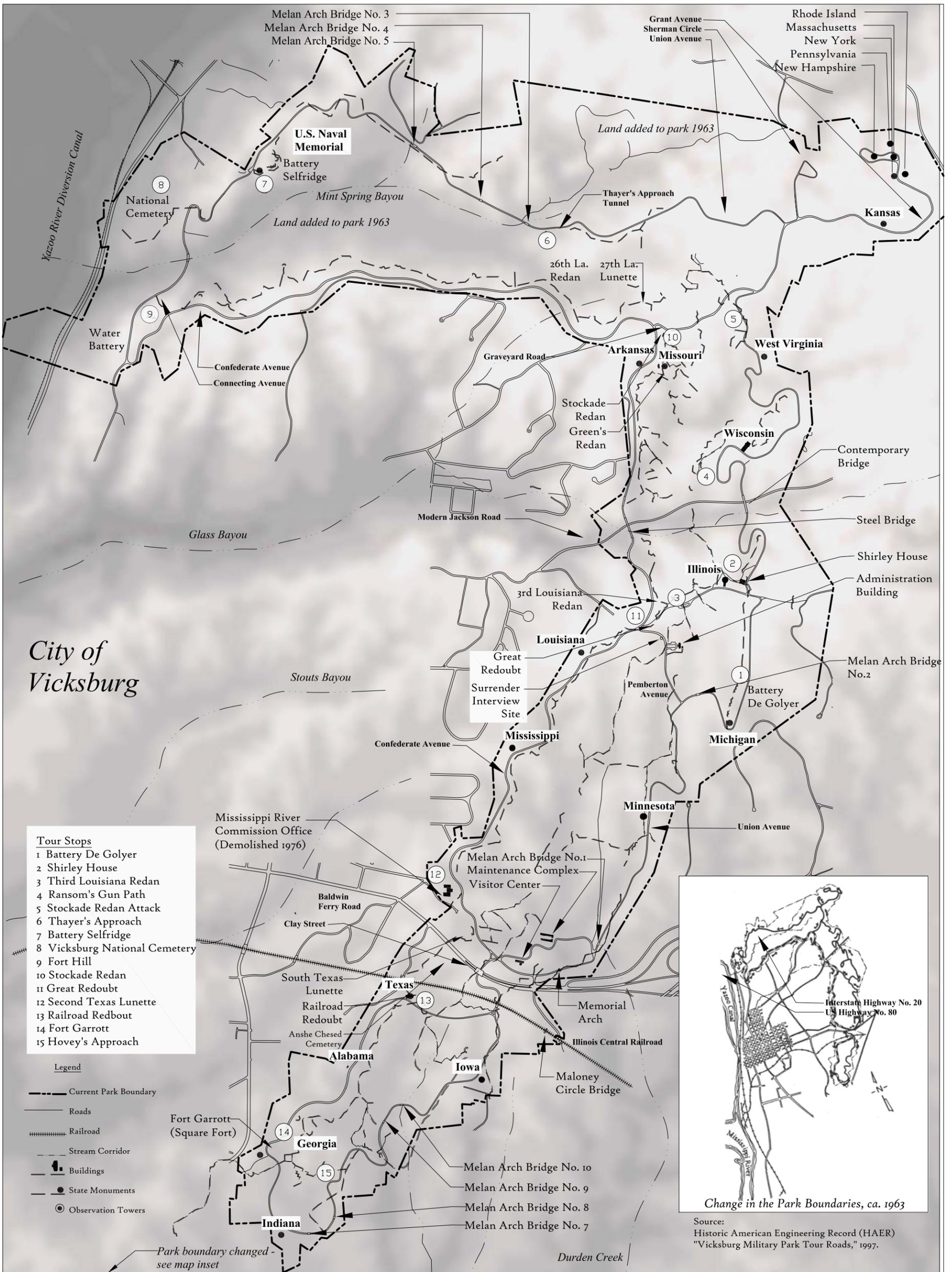


FIGURE 48. Site plan drawing for the removal of two portions of Old Jackson Road in the vicinity of the Shirley House, 1972.

99. National Park Service, Denver Service Center, Drawings for "Road Obliteration and Miscellaneous Construction," May 1970, 5 sheets.



Sources: Autocad Base Map

Notes:
Ohio State Monuments are in thirty-nine different locations and are not identified here.

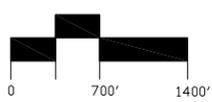
Tree cover information not currently available.

Darker modeling represents areas of low and steep topography.

JMA
John Milner Associates, Inc.

300 West Main Street Suite 201
Charlottesville, Virginia
22903

t: 434 979 1617
f: 434 979 3645
johnmilnerassociates.com



SCALE IN FEET
FOR
PLANNING PURPOSES
ONLY
NOT FOR
CONSTRUCTION

Cultural Landscape Report
**Vicksburg National
Military Park**

Historic Period Plans - 1971
Figure 49

Contemporary National Park Service Activities

Edwin C. Bearss, Historian at Vicksburg National Military Park, determined the approximate site of the *Cairo* by studying contemporary documents and maps. In 1956, using a pocket compass and iron bar probes, Bearss and two companions, Don Jacks and Warren Grabau, located the site of the *Cairo*. Three years later, divers were able to confirm the find. By December 1964, the remains of the vessel had been placed on barges and towed to Vicksburg. In the summer of 1965, they were towed to Ingalls Shipyard on the Gulf Coast in Pascagula, Mississippi, for repair and reassembly.¹⁰⁰ In May 1966, the National Park Service was offered title to the gunboat. The gift was contingent upon the NPS restoring, reconstructing, and exhibiting the *Cairo*.¹⁰¹ In 1972 Congress appropriated funding for the restoration of the gunboat and for development of an exhibition.¹⁰² In 1977, the *Cairo* was brought to the park from Pascagoula for restoration. A site overlooking the Yazoo River Diversion Canal and the national cemetery was chosen for the permanent exhibition of the gunboat. Construction of the *Cairo* museum, which is partially embedded in the adjacent hillside on a site within the boundaries of the national cemetery parcel, was completed in 1980. The restored gunboat opened to the public in 1985.¹⁰³

In 1978, the 1935 Administration Building was last used as the Superintendent's residence.¹⁰⁴

In 1976–1977, the roadway in the Vicksburg National Cemetery was stabilized, including regrading and installation of curbs and gutters at

the hairpin turn at the south end of the tour road within the cemetery.¹⁰⁵

In 1979, clearing was proposed for selected areas of the park to create vistas of the battlefield. The Environmental Assessment completed in that year noted:

The original vegetative cover in the park has been greatly disturbed since the area was first settled in the late 18th century. This is primarily a result of the extensive agricultural and forestry practices that were historically vital to the economy of the region. Thus, farming and clear cutting converted many of the forested regions to areas of open land. During the Civil War, the battlefield area was kept clear for defense purposes. Most of the fields have since revegetated through secondary plant succession.¹⁰⁶

The areas proposed for vista clearing included Thayer's approach to 26th Louisiana Redoubt, Stockade Redan to Ransom's Gunpath, Fourth Ohio Battery to 26th Louisiana Redoubt, and an area between Railroad Redoubt and the tracks below. The work was to involve "judicious clearing of vegetation at these strategic points to aid visitors in viewing and understanding the battlefield."¹⁰⁷ The Environmental Assessment noted, "Although General Grant ordered most of the battlefield earthworks destroyed, selective restoration has aided in conveying the impression of the battlefield's appearance under siege."¹⁰⁸

In 1980, approximately 700 acres of park land were maintained as open grassy areas.¹⁰⁹ The 1980 *General Management Plan* also noted that a recently completed Mission 66 road in Vicksburg

100. National Park Service, "USS *Cairo* Gunboat and Museum," <<http://www.nps.gov/archive/vick/cairo/cairo.htm>> (accessed September 17, 2007.)

101. National Park Service, *Final General Management Plan: Vicksburg National Military Park and National Cemetery* (July 1980), 10–11.

102. Public Law 92-483, October 12, 1972, 86 Stat. 796.

103. Statement for Management, 3–5; NPS reviewer comments on *Draft Cultural Landscape Report*.

104. *Ibid.*, 15.

105. National Park Service, Denver Service Center, "Road Bank Stabilization, National Cemetery." As-constructed drawings, February 1978, 3 sheets.

106. National Park Service, *Environmental Assessment: General Management Plan: Vicksburg National Military Park and National Cemetery* (September 1979), 4.

107. *Ibid.*

108. *Ibid.*, 15.

109. National Park Service. *Final General Management Plan: Vicksburg National Military Park and National Cemetery*, (July 1980), 11

facilitated local vehicular traffic flow through the park. In the 1960s the city had constructed 1-1/2 miles of four-lane highway using federal funds south of East Main Street but 1/2 mile of road north of East Main Street was left unfinished due to funding limitations, requiring the park to maintain its two-way road system. The road work was completed by 1980, allowing the park circulation pattern to be altered. At that time, the park access point at Sky Farm Avenue was closed.¹¹⁰

The 1980 *General Management Plan* also commented, “The park property along the Baldwin Ferry Road is no longer needed by the park and should be exchanged with Warren County for the Old Jackson Road that is a part of the park tour route.”¹¹¹

In 1983, minor exterior restoration work was performed at Shirley House. This work consisted of repairs to the front and rear porches.¹¹²

Two locations in the park prone to landslides were investigated in 1981. One location was along Connecting Avenue at the base of Fort Hill. Landslides occurred at this location in summer 1962 and spring 1980, in addition to other slides prior to the 1961 reconstruction of the roadway. A second location was along North Union Avenue overlooking Mint Spring Bayou west of Thayer’s Approach. A major failure occurred at this location in 1962. This was followed by a new investigation in 1991 of these sites.¹¹³ Stabilization work was performed on North Union Avenue from October 1992 to February 1993, and stabilization and repair work was performed on Connecting Avenue in 2005.

Work on several monuments was completed, including rehabilitation of the Texas Memorial in

1984; repointing and cleaning of the Illinois Memorial in 1985; and rehabilitation of the Missouri and Iowa Memorials in 1988. In the late 1980s, park personnel cleaned monuments and markers, including stone and bronzework, as well as cemetery gravestones.¹¹⁴ An inventory noting conditions of monuments and markers was completed in 1986.¹¹⁵

On March 5, 1987, the park began collecting entrance fees. Entrance kiosks were constructed near the Memorial Arch and at the Fort Hill Drive/Connecting Avenue intersection.¹¹⁶

On October 18, 1990, the authorized boundaries of the park were expanded to include a 2.5 acre property at Grant’s Canal in Madison Parish, Louisiana. A 2.82 acre county-owned parcel adjacent to the park entrance was also added to park ownership to allow for the construction of a maintenance facility.¹¹⁷ The legislation broadened the interpretive mandate to include the operations from April, 1862, to July 4, 1863, and the history of Vicksburg under Union occupation during the Civil War and Reconstruction. This bill noted that “In administering Vicksburg National Military Park, the Secretary shall interpret the campaign and siege of Vicksburg from April 1862 to July 4, 1863, and the history of Vicksburg under Union occupation during the Civil War and Reconstruction.”¹¹⁸

As of 1990, the park contained 37 major stone monuments such as state memorials; 660 smaller stone monuments; and 628 iron and bronze markers. Iron markers were painted on a regular schedule. In that year the Vicksburg National Cemetery contained over 18,000 graves, of which approximately 13,000 are unknown soldiers.¹¹⁹ The

110. *Ibid.*, 11.

111. *Ibid.*, 20.

112. Buono, 41.

113. Federal Highway Administration. *Vicksburg National Military Park Landslide Investigation*. June 1981, and Federal Highway Administration. *Vicksburg National Military Park Landslide Investigations: Thayers Approach to Fort Hill*. July 1991.

114. *Ibid.*, 9.

115. No monument rehabilitation work was recorded as having been performed prior to 1984; however, photographs from the 1930s CCC era show scaffolding surrounding several monuments. Statement for Management, 6.

116. Statement for Management, 4.

117. Public Law 101-442, title I, sec. 101, October 18, 1990, 104 Stat. 1019.

118. *Ibid.*, sec. 103.

119. Statement for Management, 8.

park tour road closed for four months in spring 1989 to repair Melan Arch Bridge No. 3 near Thayer's Approach, which was undermined by erosion near pilings.¹²⁰

In 1995, an elevator addition was constructed at the visitor center.¹²¹ In 1997, a new sloped roof was added to the building.¹²²

Due to severe deterioration of two historic concrete Melan arch bridges, on February 16, 1996, the National Park Service closed the segment of North Union Avenue from Grant Avenue to the USS *Cairo* Museum and initiated planning for replacement of Melan Arch Bridge No. 5 and repair of Melan Arch Bridge No. 3. Work proceeded in 1997, when Melan Arch Bridge No. 5 was replaced with a box culvert, allowing North Union Avenue to be reopened to visitor traffic.¹²³ Repair work is ongoing on the historic bridges throughout the park, including controlling erosion and sealing surface cracks.

Although it had been designated as a historic engineering structure, the 1903 steel arch bridge carrying Confederate Avenue over modern Jackson Road/Glass Bayou had been closed to all use due to safety concerns since the 1970s. Due to its severe deterioration, the bridge was demolished in 2003.

In 1998, an area east of Fort Garrott was cleared, graded, and seeded with grass (Fig. 50 and Fig. 51).

In 2002, the Park was authorized to acquire Pemberton's Headquarters in downtown Vicksburg.¹²⁴ In 2006–2007, repair and stabilization work was completed on the building.



FIGURE 50. Views of clearing and grading work in the area east of Fort Garrott, July 1998.



FIGURE 51. View of clearing and grading work in the area east of Fort Garrott, July 1998.



FIGURE 52. Clearing of vegetation at Railroad Redoubt, 2005.

120. *Ibid.*, 10.

121. Ingram and Associates, Architects. Drawings for Visitors Center Addition. August 1995, 10 sheets.

122. *Ibid.*, 7.

123. National Park Service, Denver Service Center. *Environmental Assessment for Replacement and Repair of Tour Road Bridges*. July 1996; Project Completion Report, June 2004.

124. Public Law 107-238, sec. 2, October 11, 2002, 116 Stat. 1486.

On April 9, 2003, a landslide occurred on the left side of Union Avenue at milepost 2.33 following heavy rainfall in spring 2003. In September and October 2003, the slope was reconstructed and stabilized with geogrid. Fill was acquired from a borrow pit outside the park.¹²⁵

In 1996, the Tennessee Memorial was constructed, and on October 20, 2001, the Kentucky Memorial was dedicated. In 2000, rehabilitation of the Mississippi Memorial was undertaken. In 2004, the Mississippi African American Monument was dedicated. In 2007, designs for the Connecticut Monument and the Kentucky Confederate Monument were approved for construction. The Connecticut Monument was constructed on the noncontiguous Grant's Canal parcel of the park and dedicated on October 14, 2008.

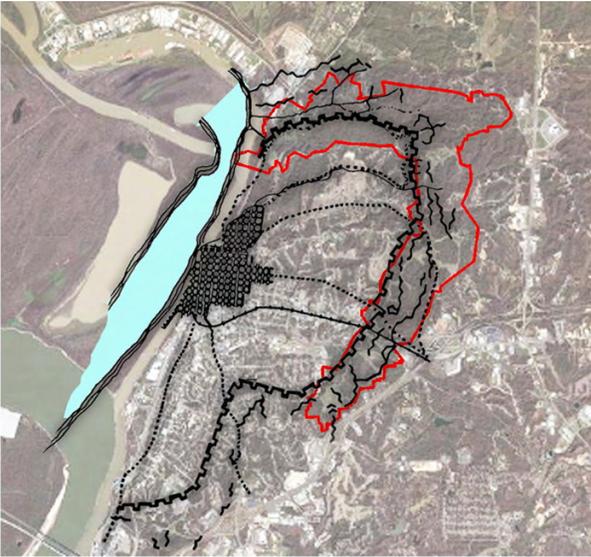
In 2005–2006, three battlefield restoration projects were undertaken. Work involved clearing of 18.5 acres, including areas near the Iowa Memorial and Railroad Redoubt along the South Loop (Fig. 52). As part of this work, grass covering was established to stabilize the soil while maintaining the open vista of the historic scene.

From November 3, 2008, through an anticipated completion date of September 30, 2009, several sections of the tour road will be intermittently closed and/or travel restricted to allow for reconstruction of the pavement. Work areas include Confederate Avenue beginning at Fort Hill.

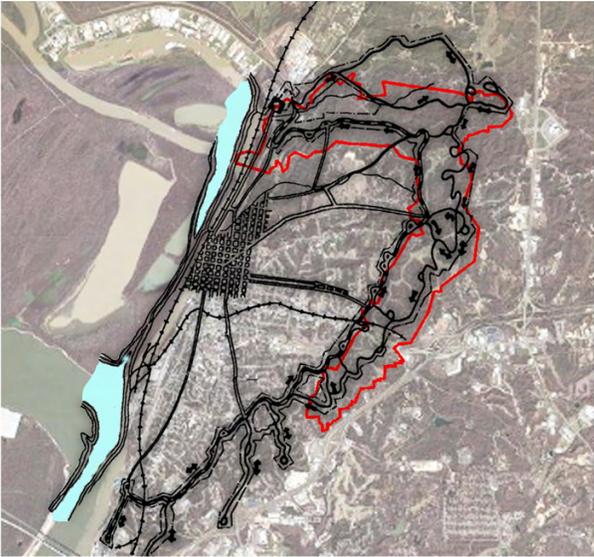
Other ongoing work includes cleaning and repointing of the wall that encloses the Vicksburg National Cemetery, and stabilization of the Old Administration Building.

Today, the Shirley House is again urgently in need of repair and restoration, being maintained as a hollow shell since the 1960s. In 2004 the park received a \$300,000 appropriation to stabilize the structure, in part to provide for a new roof and repair of the central beams. This stabilization work, completed in 2006, was intended to preserve the existing building intact until funds are available to complete the restoration.

125. Project Completion Report, December 2003.



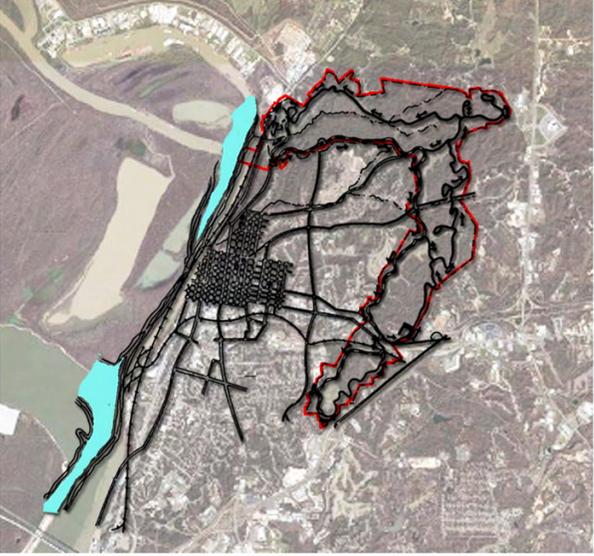
Confederate fortifications and Union approaches surrounding Vicksburg, ca. 1863, and the course of the Mississippi at the time of the siege.



Park development by the War Department, ca. 1899. Original park boundary encircled the city. The city now faced the Yazoo River Diversion Canal rather than the river.



Park development by the National Park Service, ca. 1935.



Park boundary changes, ca. 1965.

FIGURE 54. Changes in river and park boundaries, 1863–2009.

