

## National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting property groups relating to one or several historic contexts. See instructions in *National Register Bulletin How to Complete the Multiple Property Documentation Form* (formerly 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

X ☐ New Submission ☐ Amended Submission

### A. Name of Multiple Property Listing

Chattahoochee River Line Battlefield



### B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

The Atlanta Campaign and the Defense of the Chattahoochee River Line, Georgia, July 5-10, 1864

### C. Form Prepared by

name/title Jana J. Futch, RPA, and Scott Butler, RPA

organization Brockington and Associates, Inc.

date 7/16/2012

street & number 6611 Bay Circle, Suite 220

telephone 678-638-4139

city or town Norcross


state GA

zip code 30071

e-mail [janafutch@brockington.org](mailto:janafutch@brockington.org), [scottbutler@brockington.org](mailto:scottbutler@brockington.org)

### D. Certification

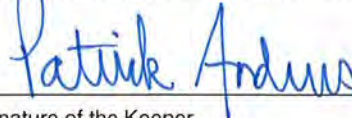
As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.  
(See continuation sheet for additional comments.)

  
Signature and title of certifying official

25 MARCH 2015  
Date

State or Federal Agency or Tribal government

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

  
Signature of the Keeper

5/18/2015  
Date of Action

## Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in National Register Bulletin *How to Complete the Multiple Property Documentation Form* (formerly 16B). Fill in page numbers for each section in the space below.

### Page Numbers

#### E. Statement of Historic Contexts

(If more than one historic context is documented, present them in sequential order.)

|  |    |
|--|----|
| The Atlanta Campaign and the Defense of the Chattahoochee River Line, Georgia, July 5-10, 1864 | 1  |
| Preface  | 1  |
| The Construction of the Chattahoochee River Line   | 2  |
| In Defense of Atlanta: The Chattahoochee River Line Under Attack                               | 10 |
| "Without the Loss of a Man:" The Crossing of the Chattahoochee River Line                      | 21 |

#### F. Associated Property Types

(Provide description, significance, and registration requirements.)

|   |    |
|---|----|
| Description of Confederate and Union Field Fortifications | 25 |
| Infantry Trench   | 28 |
| Rifle Pit   | 29 |
| Artillery Redan   | 29 |
| Shoupade (Infantry Redoubt)                               | 30 |

#### G. Geographical Data 33

#### H. Summary of Identification and Evaluation Methods 34

(Discuss the methods used in developing the multiple property listing.)

#### I. Major Bibliographical References 37

(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)

#### J. Figures 44

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number E Page 1

**E. STATEMENT OF HISTORIC CONTEXTS**

**The Atlanta Campaign and the Defense of the Chattahoochee River Line, Georgia, July 5-10, 1864**

**PREFACE**

The Chattahoochee River Line, a series of Confederate fortifications, played an important role in delaying the 1864 Atlanta Campaign initiated by General William T. Sherman, whose aim was to capture this strategically important city. The Union demonstrations against the Chattahoochee River Line, which lasted from July 5-10, 1864, took place across a broad swath of land north and west of the Chattahoochee River, creating a narrow, continuous battlefield. The resource types encountered in this Battlefield include trenches, rifle pits, artillery redans, and Shoupades (a type of infantry redoubt).

The resources associated with the Chattahoochee River Line are significant at the local level under Criterion A in the area of military history, as they are associated with an event, the Atlanta Campaign, which had significant impact on local history, including and the subsequent Battle of Atlanta. As part of the Chattahoochee River Line, the defensive field fortifications created by the Confederates created a large obstacle to General Sherman in his march to capture Atlanta, thereby delaying an assault of the city. The offensive Union field fortifications present along the battlefield represent the Federal's attempt to overcome the barrier of the River Line.

In addition, the elements of the Chattahoochee River Line Battlefield are also significant at the local level in the area of engineering under Criterion C, as the River Line itself was designed with distinctive characteristics that are entirely unique to defensive fortifications in the local area. The most prominent example of this is the Shoupade, named for the River Line's designer, General Francis A. Shoup, a West Point-trained Confederate engineer and Joseph E. Johnston's Chief of Artillery. The concept and placement of these Shoupades, along with other earthworks like redans, makes the Chattahoochee River Line a distinguishable type of defensive field fortification that was not used at any other time during the Civil War, or built in any other part of the United States. The Union earthworks are also significant under Criterion C, as they represent types of field fortifications that were distinctive to the Atlanta Campaign.

The Union demonstrations against the Chattahoochee River Line, in early July, 1864, included the three armies commanded by Sherman: the Army of the Tennessee, the Army of the Ohio, and the Army of the Cumberland, numbering over 98,000 men. He was opposed by General Joseph E. Johnston commanding the Army of Tennessee, which included about 66,000 men. By June 1864, the Chattahoochee River was the last significant natural obstacle between the Federal armies and Atlanta. Johnston's Chief of Artillery, General Francis A. Shoup, approached his commander with an idea for construction of a defensive line on the north bank of the Chattahoochee River. As planned, Shoup's defenses would be a series of uniquely designed timber and earthen redoubts so strong that they would deter any assaulting Union force. A portion of the Confederate Army would thus be freed to strike any flanking Federal bridgehead attempting to cross the river. General Johnston approved the scheme, and



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number E Page 2

Shoup and his staff engineers set to work with conscripted slaves from throughout Georgia to build the defenses. Approximately one thousand enslaved African-Americans labored for three weeks on key terrain near the Western & Atlantic Railroad Bridge, where General Shoup said, "the line sprang forth as by magic." General Sherman was later astonished when he first glimpsed the Chattahoochee River Line, which he described as "the strongest field fortifications I ever saw."

A portion of the Chattahoochee River Line Battlefield on the northwest side of the Chattahoochee River in Cobb County was listed in 1973 on the National Register as Johnston's Line. This 1973 nomination included six resources: a Confederate Shoupade, infantry trench, artillery redan, and rifle pits, and a Union artillery redan and rifle pits. A total of 13.07 acres was included in Johnston's Line. By today's standards, the information provided in the 1973 nomination of Johnston's Line nomination for the definition of property types, narrative description, and the significance of the nominated resources was scant, and new scholarship of the Battlefield can add considerably to this older work. This older nomination also precluded the possibility of adding new segments of the Battlefield to the NRHP, as properties became available, whereas this new multiple property nomination is more flexible.

The following sections of this nomination cover document relate to the core area of the Chattahoochee River Line Battlefield (see Section G) as defined by Scott Butler and Keith Bohannon in *Archeology Inventory and GIS Analysis for the Chattahoochee River Line Battlefield (July 5-10, 1864), Cobb County, Georgia* (2011). This document will provide justification for the multiple property listing, historic context, geographical information, and will detail eligibility requirements for associated property types within the Chattahoochee River Line Battlefield. Much of the information provided in this document was originally reported in Butler and Bohannon (2011).

### THE CONSTRUCTION OF THE CHATTAHOOCHEE RIVER LINE

Throughout the Atlanta Campaign, the Union and Confederate armies engaged in the construction of field fortifications on a scale unknown in earlier phases of the war. While historians have traditionally argued that the marked increase in the use of field fortifications in 1864 came about because of the widespread issuance of the rifle musket, historian Earl Hess has recently claimed that it was instead a result of continuous contact between the armies. Regardless of whether one or both of these theories are correct, the construction and occupation of earthen defenses is one of the defining characteristics of the Atlanta Campaign (Hess 2009:xv).

The Chattahoochee River Line was a unique system of earthworks built largely by impressed slave labor and occupied by the Confederate Army of Tennessee between July 5 and 9, 1864. Figure 1 displays the Confederate field fortifications associated with the River Line, as well as key ferry crossings, and the location of the Union earthworks from which Federals attacked the entrenched Rebels. Action on this line, often characterized as "demonstrations," consisted mostly of artillery duels and constant skirmishing. Feints by Union forces at potential fords south of Johnston's main line were part of Sherman's plan to keep the Confederates guessing as to where the Federals would cross the Chattahoochee.



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number E Page 3

Confederate commanders had been concerned with defense of the Chattahoochee River since the summer of 1863, when Union forces began driving the Southern Army of Tennessee out of middle Tennessee during the Tullahoma Campaign. In the midst of this operation, Captain Lemuel P. Grant, an engineer officer in Atlanta, reported to his superiors in the C.S. Engineer Bureau that he would have surveys and maps drawn up of the crossings of the Chattahoochee (Confederate States of America 1862-1864, Engineer Bureau Records). By the end of 1863, men from the Second Georgia State Line Regiment had constructed fortifications to defend the Western and Atlantic Railroad Bridge over the Chattahoochee at Bolton (now the location of the South Atlanta Road Bridge) (Bragg 1987:76, 86). A Confederate artilleryman who occupied one of these forts in July 1864 described it as being enclosed with a parapet "all around, and embrasures in all directions, as if built to stand a siege even if entirely surrounded by the enemy" (Little and Maxwell 1905:45).

During the opening phase of the Atlanta Campaign in the second week of May 1864, the Army of Tennessee's commander, General Joseph E. Johnston, anticipated that the Chattahoochee River would be an important line of defense. By the third week of May, with the Union and Confederate Armies operating in the vicinity of Cassville and Kingston, he posted small detachments of Georgia state troops at key points along the Chattahoochee. The detachments were ordered to guard against possible Union cavalry raids. These crossings included Roswell, almost due north of Atlanta, where a force of 100 Southern infantrymen, 50 cavalry, and four cannon guarded a bridge. Other troops remained encamped at Bolton. Although there were already rifled cannon in place at Bolton to guard the railroad bridge, Colonel Moses Wright in Atlanta promised on May 19 to send a 24-pounder siege gun to strengthen the defenses (Official Reports of the U.S. War Department [cited hereafter as OR] 38, IV:726-727).

At the end of May, with the opposing armies facing each other near Dallas, Confederate General Mansfield Lovell reported the results of his examination of ferry sites and crossing points on the Chattahoochee. General Lovell, acting as a volunteer aid on Johnston's staff, explained that he planned to meet on June 1 with Georgia Adjutant General Henry C. Wayne, commanding the Georgia Militia, and General Marcus Wright. The officers would arrange for infantry and artillery protection at Green's and Baker's Ferries. A few days after Lovell's meeting, Wayne turned command of the Georgia Militia over to Confederate General Gustavus W. Smith.

General G. W. Smith's militia division of two brigades numbered roughly 3,000 men. The militia had been called up in a May 18, 1864, proclamation by Governor Joseph E. Brown, and sent to support the Confederate Army of Tennessee. Johnston ordered Smith's command to guard the bridges, ferries, and fords of the Chattahoochee from Roswell southwestward to West Point, Georgia, a distance of 100 miles. The militia were to hold the line as long as possible and burn the bridge at Roswell Factory when they could no longer defend it (Bragg and Scaife 2004:27; OR 38, III:726-727, 907; OR 38, IV:749,758).

After heavy fighting on the Dallas-New Hope-Pickett's Mill lines, Johnston's army shifted eastward into Cobb County to a position anchored on Brushy and Lost mountains. As he was being continually outflanked by Sherman's numerically superior force, Johnston anticipated further retreats. On June 10,

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page     4    

he notified Colonel Moses H. Wright of the Ordnance Bureau to place engineers and slave laborers working on the city fortifications under the direction of either Georgia Adjutant General Wayne or General G. W. Smith. These engineers and laborers were to "prepare defenses on the Chattahoochee" (OR, 38, IV:767).

Work soon began on a system of fortifications just north of the Chattahoochee River. Historians writing about the Chattahoochee River Line have relied heavily on an 1895 article in *Confederate Veteran* by former Confederate General Francis A. Shoup (Shoup 1895). General Shoup has consequently received sole credit for originating, planning, and constructing the river defenses.

In reality, as Joseph E. Johnston tersely mentions in his memoirs, numerous staff officers and army engineers planned and supervised the construction of the River Line. Johnston detailed General Mansfield Lovell to reconnoiter the area and select the terrain where the Chattahoochee Line would run. Johnston gave Lovell specific orders to cover the approaches to the Western and Atlantic Railroad Bridge and the pontoon bridge at Turner's Ferry (now the Veteran's Memorial Highway Bridge). Lovell spent at least several weeks reconnoitering and planning the defenses of the river, so he undoubtedly had a firm grasp of the topography (Johnston 1959:345).

Lieutenant Colonel S. Wilson Presstman, Chief Engineer of the Army of Tennessee since the summer of 1863, also helped establish the Chattahoochee Line. Presstman was an important member of Johnston's staff during the Atlanta Campaign, assisting in the construction of roads and pontoon bridges. In addition, he had supervised the placement of fortified positions at Lost and Brushy mountains, Kennesaw Mountain, and Smyrna (Johnston 1959:312, 338, 345).

Other engineer officers under Presstman at the corps and division level undoubtedly worked on the Chattahoochee Line. Unfortunately for Johnston, his army had few such personnel during the Atlanta Campaign. In answering an apparent request from Johnston for additional engineer officers, Colonel A. L. Rives, Chief of the Confederate Engineer Bureau, wrote on June 10, 1864 that while he would endeavor to send more engineers, their overall numbers were small. Other than Presstman, only one other engineer officer who worked on the Chattahoochee Line is known, Major Wilbur Foster, Chief Engineer of W. W. Loring's Corps (National Archives, Letters and Telegrams Sent and Received by the Engineer Bureau of the Confederate War Department, M628, A. L. Rives to Johnston, 10 June 1864).

Confederate General Francis A. Shoup, Johnston's Chief of Artillery, was the principal designer of defenses built on the Chattahoochee River and supervised their construction. Shoup was an 1855 graduate of West Point, where he had ranked 10<sup>th</sup> out of 34 cadets in his class in engineering during his senior year. Shoup graduated 15<sup>th</sup> in a class of 34, not a high enough ranking to earn a coveted appointment in the U.S. Army Engineer Corps, but respectable enough to receive a commission in the artillery. He served in the artillery until 1860 when he resigned from the army, practicing law for a brief time until the outbreak of the Civil War (*Register of the U.S. Military Academy*; William C. Davis 1995, V:150).

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number E Page 5

Francis Shoup was from Indiana, but chose to fight for the Confederacy. During 1861 and 1862, he served as an artillery officer and later commanded an infantry brigade during the 1863 Vicksburg Campaign. After surrendering with the Vicksburg garrison in July 1863, Shoup served largely in Mobile until April 1864, when he reported to the Army of Tennessee at Dalton, Georgia. There the thirty-year-old Shoup, "an educated and disciplined officer" according to Braxton Bragg, received the appointment as the army's Chief of Artillery (Daniel 1984:136-137). General Shoup (1895:262) relayed that he and Joseph E. Johnston were "intimately associated" during the opening weeks of the Atlanta Campaign and the army commander constantly used him on engineer duty. Shoup stated, "I had often talked with him about a system of works of a somewhat novel character which I wanted to build, and he had expressed himself favorably with regard to my project" (Shoup 1895:262).

On or around June 19, Shoup sought permission from Johnston to build his system of earthworks as a *tete de pont*, or bridgehead, defending the Chattahoochee Railroad Bridge at Bolton nine miles to the south. Work might have already begun on the river defenses, since as previously noted Johnston had ordered engineers and slaves there from Atlanta on June 10. Shoup told Johnston that he assumed that at some point the army would retreat in that direction. Johnston supposedly replied that it was "but a question of time before he would be forced to retire again, and that a short time" (Shoup 1895:262). General Johnston told Shoup that he had no clear plans for the army's retreat after leaving Marietta, but would "be compelled to make the best of his way across the river" (Shoup 1895:262-263). This statement seems highly unlikely, given Johnston's carefully planned and executed withdrawals earlier in the campaign, the weeks of reconnaissance performed along the Chattahoochee by General Lovell and others, and the June 10 orders directing engineers and slaves in Atlanta to proceed to the Chattahoochee. Perhaps the Confederate commander was withholding some information from Shoup.

Shoup then asked to go to the Chattahoochee with several engineer officers and a sufficient number of impressed slaves, where he would construct in two weeks a line of works around the railway bridge that could be held by a single division. As Shoup remembered the discussion, he relayed that Johnston was "at once taken with the project," and asked how such a line might work. Shoup said the position would be large enough to incorporate the entire army and that Johnston could concentrate his whole force either in the center or on a flank to advance against the enemy. In the event of a Federal river crossing, Johnston could attack the enemy in flank or rear with a larger force, proportionally, than Sherman could bring against the Confederates. (Sherman would have to maintain a large force north of the river to protect his army's supply and communication lines.)

Shoup's final proposal involved Johnston moving around Sherman's forces, marching out upon the Federal lines of supply and communications, capturing his depots and pressing into Tennessee and Kentucky. Shoup's article doesn't explain how the Chattahoochee Line would facilitate such a plan or how Johnston could defend Atlanta while launching an offensive in the Union rear. Johnston probably never seriously considered such a movement, one that violated the Confederate government's orders to defend Atlanta.



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number E Page 6

Johnston directed Shoup to put his plans in action and ordered a special engine to take him to Atlanta. Shoup stated, "responsible men were sent down on all the railways to gather gangs of Negroes from the plantations, with tools and provisions, and bring them to the Chattahoochee with the utmost dispatch." These impressed slaves joined others already working on the Chattahoochee (Shoup 1895:263).

Since 1863, gangs of impressed slaves had periodically labored on the defenses of Atlanta, but they had also been constructing earthworks within the lines of the Army of Tennessee since at least late June 1864. (Little evidence exists of earlier reliance on slave labor by Johnston's Army in the Atlanta Campaign.) On June 22, a Union officer, observing the Confederate line at Kennesaw, reported seeing "a considerable force of Negroes at work with axes and spades" apparently engaged in closing a gap in the earthworks (OR, 38, III:564). The following day a reporter for the *Mobile Advertiser and Register* noted that "a brigade of Negroes has been impressed into the service, and busily engaged digging rifle pits, throwing up breastworks and constructing abattissements, whilst the soldiers shell and sharpshoot with vivacity and effect" (Shadow 1864).

When Shoup arrived for the first time on the Chattahoochee River on either June 20 or 21, he found Major Wilbur Foster, Chief Engineer of Loring's Corps, and his party ready for duty. Shoup relayed that he had no difficulty in finding "an admirable line" (Shoup 1895:263). It began about a mile above the railroad and wagon bridges, then continued south and west at an average distance of about one mile from the river, being anchored on the left about three miles south of the bridges near the mouth of Proctor's Creek (Scaife and Erquitt 1992:6).

On June 23, Shoup's assistant adjutant general, Captain William Palfrey, wrote to a friend that Shoup was "at the Chattahoochee examining the country with a view to the defense of the railroad and other crossings, and the covering of Atlanta." Palfrey was clearly not privy to Shoup's conversations with Johnston, as the Captain claimed that he had "not known that it is the present intention of Genl. Johnston to retire to the river." Nonetheless, Palfrey felt that "prudence would suggest these defenses, however remote the possibility of retiring to this point" (Historic New Orleans Collection, Greenwood Papers, Palfrey to Greenwood, 22 June 1864).

Shoup wrote that within three days after his arrival on the Chattahoochee he had one thousand slaves working with "great rapidity" on the fortifications. He described the lines as consisting of "detached log redoubts" (Shoup 1895:263). A company of roughly eighty infantrymen would defend each of the diamond-shaped works. Each redoubt had nearly perpendicular outer faces, ten or twelve feet in height and the front faces about twelve feet thick at the base. Parapets constructed along the top of each redoubt would protect the infantrymen, bringing the total height of each fort to around sixteen feet. The redoubts were constructed of two walls of logs ten inches to a foot thick, with earth packed between them (Scaife and Erquitt 1992:2).

The outer exterior walls of each earthwork were uniformly forty-two feet long while the rear walls measured twenty-two feet (Scaife and Erquitt, 1992:32). The point where the two outer faces met faced the enemy like an arrowhead. Shoup claimed that the redoubts, if defended by a determined garrison,

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page     7    

could not be taken by assault and would withstand artillery bombardments at long range (Shoup 1895:263). Shoup wrote in *Confederate Veteran* that General Gustavus W. Smith had first dubbed the log and earthen redoubts built along the Chattahoochee "Shoupades." While "Shoupade" is universally used today to describe these fortifications, no wartime Union or Confederate usage of the term is found. Besides Shoup's *Confederate Veteran* article, the author found only one postbellum veterans' account that mentions the "Schoupade [sic] Line" (Hughes 1995:203).

The Shoupades were built at intervals of sixty to one hundred seventy five yards, depending on the terrain and the need for effective fields of fire. A careful study of an 1874 map compiled by civil engineers J. T. Dodge and H. H. Ruger under the direction of U.S. Army Captain Orlando M. Poe (Sherman's chief engineer during the Atlanta Campaign), suggests thirty-six Shoupades constructed along the Chattahoochee River line, including an extension to Turners Ferry.

A stockade or palisade of vertical logs, embedded in the earth and extending eight feet into the air, connected the Shoupades. Loopholes placed periodically in the palisade allowed for riflemen to fire through it. An earthen parapet or redan for two artillery pieces stood in a reentrant angle halfway (eighty yards in almost every case) between each pair of redoubts. The placement of the Shoupades and the artillery positions provided for interlocking fields of fire in front of the Confederate line (Shoup 1895:263; Scaife and Erquitt 1992:3, 33, 37). Shoup relayed that the enslaved laborers, accustomed to erecting log buildings, "well understood" how to raise the log walls for the Shoupades. Timber was plentiful and immediately at hand. The works, Shoup reported, "sprung into existence as by magic" (Shoup 1895:263).

On or around June 29, Shoup received orders that he lamented decades later "proved unfortunate" to his whole scheme of the river line. Johnston ordered the river line extended southward for nearly three miles to cover the important crossing at Turner's Ferry. (Johnston had suggested two days prior to this that General G. W. Smith concentrate his militia division at Turner's Ferry to defend against any Federal flanking movements (OR 38, IV:797). Shoup relayed that as much as he deplored it, he suspended work on the original lines and built the extension. Looking back, an embittered Shoup wrote that Johnston neither understood nor heeded "the spirit of my design." Shoup's laborers soon completed the additional fortifications and "returned to complete our proper lines" (Shoup 1895:263). The new left flank of the River Line rested on what Union Chief Engineer Poe and other Federals described as a "seven-gun redoubt" near the mouth of Nickajack Creek (OR 38, I:129).

A meeting held on July 1 at the Army of Tennessee's headquarters on the Kennesaw Line suggests that Johnston hoped to hold the newly built fortifications on the Chattahoochee for a long time when forced back into them. The conference involved Johnston, Hood, and Confederate Senator Benjamin H. Hill. Hill had requested the meeting in order to obtain the army commander's views on what must be done to halt the Federal advance in Georgia and convey Johnston's wishes to Confederate President Jefferson Davis.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number E Page 8

After discussing the need for a Southern cavalry force to operate against Sherman's supply line, Hill asked Johnston how long it would take the enemy to force the Southern Army back to the Chattahoochee River. Johnston said it had taken the Federals over thirty days to advance from the vicinity of New Hope Church to Kennesaw, a distance of only a few miles, suggesting that Sherman's advance would be equally slow to the Chattahoochee. In an 1878 description of this meeting in a letter from Hill to Jefferson Davis, Hill reported that Johnston gave him data "which authorized me to conclude that he could hold Sherman north of the Chattahoochee River at least fifty-four and perhaps sixty days." According to Hill, Johnston agreed with this estimation (Davis 1958:II, 559).

Hood disagreed with Hill's estimate, arguing that the Kennesaw line was "the strongest in that country" and that when the Confederates abandoned it they would "go back much more rapidly to the Chattahoochee River." Johnston admitted the strength of the Kennesaw line, but then apparently made reference to the fortifications being constructed by Shoup by explaining that he had "several strong lines between Marietta and the river, especially one at which he could annoy and hold the enemy a long time" (OR 52, II: 704-706).

On July 3 General G. W. Smith, who presumably had examined the extension of the lines to Turner's Ferry, described the fortifications to a reporter as being "admirably constructed and excellently laid, possessing advantages of ground and superior elements as strategic position." The reporter noted that the works ran on both sides of river, connected by pontoons. Shoup's line was "laid out in squares, sixty yards apart, and shot proof." The reporter concluded by characterizing the Shoupades "as a hundred separate forts, upon as many hills" (Shadow, *Mobile Advertiser and Register*, 6 July 1864).

Joe Duggan, the adjutant of Major John W. Eldridge's Artillery Battalion, also viewed Shoup's line on July 3, and described it to a friend as a "semi-circle of forts about 150 yds apart," the intervals between these positions being filled with a "strong picket fence of logs with loopholes." Duggan also noted "a number of other interior works on both sides of the river," undoubtedly the same ones described by the Mobile reporter. There were "about 1800 Negroes" working on the line, Duggan guessed, thus saving that number of soldiers from being absent from the main army (Greenwood Papers, Duggan to Greenwood, 3 July 1864).

Shoup continued strengthening his line as the Confederate Army retreated to Smyrna on July 4. Along with heavy cannon from Mobile, Shoup requested sixty pieces of light artillery from Johnston's Chief of Ordnance, Colonel Hypolodite Oladowski. These additional cannon included iron and bronze twelve-pounder howitzers and obsolete six pounders, with one hundred rounds per gun. Shoup probably intended to use these in his redoubts, as he wanted only the cannon and ammunition chests without limbers or caissons. According to Shoup, General Johnston had approved this enormous requisition (the entire Army of Tennessee had only around 144 guns at the time). Lastly, Shoup requested a means of "lighting up" the positions at night, possibly using port fires, turpentine balls, or fire balls (National Archives, Compiled Service Records, M331, Shoup to Oladowski, 4 July 1864).



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page     9    

General Johnston fell back to the Kennesaw Mountain line on June 18, but worried about a Federal movement around his left flank. General Sherman had repeatedly pursued this course since the campaign's opening. Sherman had grown frustrated with his slow progress, however, and on June 27th, he launched frontal attacks in the hopes of piercing the center of Johnston's entrenched Kennesaw line. These assaults were costly failures, though the Federals won a strategic advantage on June 26th and 27th as a result of the movements of Union General John M. Schofield's Twenty-Third Corps on the far Union right flank. Schofield sent a detached brigade south along the Sandtown Road toward Olley's Creek (just south of where the Westside Shopping Center currently stands). While these Federals skirmished with Confederate cavalry defending the Sandtown Road crossing of the creek, another of Schofield's brigades crossed the creek unopposed roughly a mile downstream and began entrenching. The next day, more Federals crossed Olley's Creek and continued pushing south on the Sandtown Road. This advance put the Union Army's right flank closer to the Chattahoochee River than Johnston's left flank (McMurry 2000:109-110).

Johnston reacted to these Federal movements by instructing General Lovell, then in Atlanta, to order General G. W. Smith to leave a force guarding the railroad bridge over the Chattahoochee. Smith would then march most of his militia division to the western side of the river and make contact with General William H. "Red" Jackson, commanding the Confederate cavalry division contesting Schofield's advance. Smith was not to engage the Federals, but "simply threaten" their right and rear without losing direct communication with the river between Turner's Ferry and Sandtown (OR 38, IV:797).

Johnston felt unable to detach infantry from his main line at Kennesaw to assist Smith and Jackson in holding back Schofield's Federals, thus the Confederate Army commander ordered his entire army to retreat. At nightfall on July 2, the Confederates evacuated the Kennesaw line, falling back to a partially prepared line at Smyrna Campground. Union Army Chief Engineer Orlando Poe described the Smyrna Line as being "well built, consisting of good infantry parapets, connecting salients, in which were placed a large number of pieces of field artillery in embrasure" (OR 38, I:129). Confederate General Arthur Manigault offered a less flattering assessment, describing the Smyrna defenses as "very irregular" with "many salient points" (Tower 1983:194).

On the morning of July 4, 1864, Sherman's forces closed on the entrenched Confederates in the Smyrna line. Two localized Federal infantry assaults that day, one against the Confederate center and the other in the vicinity of Ruff's Mill (at the intersection of Concord Road and Old Concord Road, in Smyrna), failed to achieve significant results. Sherman pinned his greatest hopes at this time on General James McPherson and the Army of the Tennessee. McPherson had emphatic orders "to work night and day to get the enemy started in confusion toward his bridges" over the Chattahoochee. Sherman did not think that Johnston would give battle with the river at his back and had reminded McPherson on the evening of July 3 that "the moment you discover confusion pour in your fire" among the retiring Confederates (OR, 38, V:30, 36).

While McPherson's men did not break through the main Southern line at Ruff's Mill on July 4, elements of his command did get closer to the Chattahoochee than the Confederate position at Smyrna

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page   10  

Campground. Two divisions of General John Blair's Seventeenth Corps led McPherson's advance, moving south from the Mable House (on present-day Floyd Road, north of Mableton) to the Widow Mitchell's house (on present-day GA-139 southeast of Mableton), where they turned east. Blair's men slowly drove before them an outnumbered Confederate force of two cavalry brigades under "Red" Jackson and Smith's division of Georgia Militia (OR, 38, III: 542, 579). The Confederates eventually occupied a line of earthworks on a ridge just west of Nickajack Creek. Smith said that this entrenched position "was strong against attack in front; but it could have been easily turned on either flank." About the middle of the afternoon, a Federal skirmish line approached the front of Smith's position and firing became heavy, eventually pitting a division of Federals against the Georgians. Smith reported that the fire of an artillery battery accompanying his division was "very effective" and the Federal skirmishers halted when they got within five hundred yards of the Confederates. At this point, the Federals encamped for the night (Smith 1956:332; Board of Commissioners 1890:646). Soon, they would encounter the Johnston's newly-built Chattahoochee River Line.

#### IN DEFENSE OF ATLANTA: THE CHATTAHOOCHEE RIVER LINE UNDER ATTACK

Upon learning of McPherson's movements, Johnston ordered a retreat to the Chattahoochee during the night of July 4-5. General Joseph Wheeler's Cavalry Corps covered the withdrawal and then took positions on the eastern banks of the Chattahoochee to protect the right flank of Johnston's River Line. Wheeler's horsemen covered Pace's, Power's and other ferry sites stretching north toward Roswell. General W. W. Loring's Corps, commanded after July 7 by General A. P. Stewart, occupied the right of Johnston's main line west of the river, covering Howell's Ferry, a pontoon bridge at Defoor's (also spelled Defoe's) Ferry, and the Western and Atlantic Railroad and wooden wagon bridges at Bolton (Scaife and Erquitt 1992:14a).

General William J. Hardee's Corps held the Confederate center, the right of Hardee's line being located in the vicinity of Atlanta Road, then continuing southwest following the crest of a ridge line for roughly two miles. One pontoon bridge spanned the Chattahoochee in Hardee's rear. Hardee located his headquarters at a church one and a half miles from the river, probably New Hope Church, but possibly Collins Spring Church, based on a map compiled by Captain Walter J. Morris of the Army of Mississippi. Johnston's headquarters were initially on the west side of the Chattahoochee, but Federal shelling forced a move on the evening of July 5 to what Chief of Staff General William W. Mackall described as a "little, close airless shelter" (B. F. Cheatham Papers, Melancthon Smith journal, entry for 5 July 1864; W. W. Mackall Papers, W. W. Mackall to wife, North Bank of Chattahoochee, 6 July 1864).

G. W. Smith's division of Georgia militia initially manned the works on the far southern end of the River Line on July 5. At dawn that day, these militiamen had started a retreat toward the Chattahoochee covered by "Red" Jackson's cavalymen. Captain Fleming Jordan of the 5<sup>th</sup> Georgia Militia Regiment claimed that the Federals did not interrupt the withdrawal of Smith's men. After marching three miles, the militiamen moved into Shoup's works (Fleming Jordan Papers, Fleming Jordan letter dated 9 July 1864).

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page   11  

During the late morning and afternoon of July 5, General John Bell Hood's Corps entered the earthworks comprising the southernmost portion of the River Line, including the section of line held earlier in the day by Smith's militiamen. Hood's trenches ran parallel to Nickajack Creek and ended on a hill just above where the Nickajack flows into the Chattahoochee (adjacent to present-day Discovery Boulevard). General John C. Brown's Division was on the right of the Hood's Corps, with Sharp's Mississippi Brigade on the left of the division and Manigault's Brigade occupying the line to Sharp's right. General A. P. Stewart's Division (commanded by General Henry Clayton after July 8) was south of Brown, probably occupying the stretch of line held earlier in the morning by Smith's men. Three of Stewart's brigades (Baker's, Stovall's, and Gibson's) went into the front line while the fourth (Clayton's) remained in reserve (Willett 1902:73). Some of the artillery batteries from the battalions of Majors John W. Eldridge and Alfred R. Courtney occupied the redoubts along the lines of Brown's and Stewart's Divisions and possibly the large anchor fort on the far southern end of the line (Mississippi State University Archives, Emmett Ross Papers, Ross diary, entry for 6 July 1864; Mathis 1981:101). Hood's third division under General Carter L. Stevenson was held in reserve in the rear of Brown's brigades. Hood's Corps covered the two pontoon bridges placed at Turner's Ferry (University of Virginia Special Collections, Mathews Family Papers, Joseph W. Mathews diary, entry for 5 July 1864).

After remaining in reserve throughout most of July 5, Smith's Georgia militiamen crossed the pontoon bridges at Turner's Ferry at dusk and took positions on the opposite shore of the Chattahoochee along with "Red" Jackson's cavalymen. The crossings came under artillery fire, and Captain Fleming Jordan of the militia noted, "several Negroes and many soldiers were killed in crossing the ponton [sic] bridge." Over the next few days, the militia and Jackson's horsemen guarded Green's and Howell's Ferry as well as other ferries or fords on the river stretching several miles to the southwest (Fleming Jordan Papers, Fleming Jordan letter dated 9 July 1864).

As Sherman's men pursued the retreating Confederates on the morning of July 5, the Federals took up positions facing Johnston's River Line. Sherman wrote in his memoirs that a personal reconnaissance, during which he saw the enemy's "abatis and strong redoubts," convinced him that Johnston had decided to make a stand. Sherman received additional details about the River Line from one of Shoup's impressed slaves. The "poor Negro, blanched with fright," as Sherman described him, had hidden under a log that day in the midst of skirmishing until a short lull had allowed him to enter Union lines. The runaway told the Federal Army commander that he was one of around a thousand slaves who had labored for weeks on the Confederate fortifications (Sherman 1957:66-67). The personal reconnaissance and interrogation of the escaped slave convinced Sherman not to attack Johnston's lines, but to order his army instead to take up positions opposite the enemy.

Sherman established his headquarters on July 5 at Vining's Station, on the Western and Atlantic Railroad. Upon ascending the mountain that towers over the rail station, Sherman saw for the first time during the campaign the church spires of Atlanta, "glittering in the sunlight" eight and a half miles to the south. Sherman wired General George Stoneman that day that while he could "see Atlanta plain, it will require hard fighting and science to take it. It must be done" (OR 38, V: 61). The Union commander



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page   12  

could also see Confederate camps and wagon trains south of the Chattahoochee and erroneously concluded that Johnston had withdrawn most of his army across the river, leaving only a single corps on the north or western side to cover the bridge crossings (Sherman 1957:66-67; Castel 1992:335). Sherman realized later that day the reality of the imposing nature of the Southern tete-du-pont or bridgehead guarding the Chattahoochee, although he was unclear how much of Johnston's army occupied it. Sherman informed General-in-Chief Henry Halleck on July 6 that the River Line was "apparently of long construction," but confidently stated that "we shall cross [the river] in due time" (OR 38, V: 65).

Wartime maps reveal that the Union entrenchments facing the Confederates along the Chattahoochee did not form an unbroken line (Figure 2). Instead Sherman ordered his corps commanders to keep most of their men and all of the wagons in the rear, displaying to the enemy "only a picket-line, with a few batteries at random." Sherman made this decision, as he told General and Chief of Staff Henry Halleck on July 6, to facilitate the quick movement of troops to outflank the Confederates and cross the Chattahoochee. Sherman likely had already contemplated a move around the Confederate left flank, as the day before he told General George Stoneman to "keep up the delusion" of an attempted crossing south of Johnston's River Line in the vicinity of Sandtown (OR 38 V:61). By the morning of July 7, Sherman had definitely made up his mind about a course of action, informing Halleck that he had determined to "pass the Chattahoochee by my left" (OR 38, V:65, 73).

General O. O. Howard's Fourth Corps held the far left of the Sherman's line in the vicinity of Vining's Mountain and Pace's Ferry. The Fourteenth Corps under General John M. Palmer prolonged the line south of Howard and faced the far right flank of the Confederate line. General Joseph Hooker's Twentieth Corps occupied a line from Palmer's right near the Atlanta Road to a point overlooking Nickajack Creek. South of Hooker, General John Logan's Fifteenth Corps took positions on the undulating ridges that overlooked the western banks of Nickajack Creek (Scaife and Erquitt 1992:14a).

Two divisions of General John Blair's Seventeenth Corps extended the Union line south of Logan. Gresham's Division of Blair's Corps had advanced on the morning of July 5 toward the river, encountering the same horsemen under "Red" Jackson that they had skirmished with the previous day. Gresham's men charged and carried a line of rifle pits on the Turner's Ferry Road, pressing back the dismounted Confederate cavalymen. By the afternoon, Gresham's Federals had forced the Texans from another position, the Union troops advancing to a point near Nickajack Creek within roughly five hundred yards of the main Confederate works along the Chattahoochee. The Seventeenth Corps commander claimed that Gresham's men pushed to within seventy yards of the enemy skirmish line, "completely silencing" the Rebels (OR 38, III:579). A Confederate staff officer left a contrasting assessment in his diary, noting that an enemy "line [of] battle advanced on our picket line in front but were easily repulsed" (Kerr 1976:155).

During Gresham's advance, Union artillery batteries placed on the ridges behind the infantry fired at the large Confederate forts opposite them. A Southern general witnessing the exchange noted that the Union fire "was so rapid and well directed, throwing many of their shot through the embrasures, or just striking

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page   13  

the inner edge of the parapet" that the Confederate cannoneers lost their nerve. The Southern artillerists, including an officer, "almost abandoned their guns, seeking shelter under the works." This state of things was the result in part of strict orders issued to the Southern artillerists against expending scarce ammunition unless it was absolutely necessary (Tower 1983:196). By noon, the bombardment had apparently grown serious enough that the Confederate artillerists began to respond. Union Colonel William Belknap of the 15<sup>th</sup> Iowa observed that when the Southern cannoneers began firing back, they did so "with such rapidity and well-directed shots as to elicit the admiration of all who stood near by" (Belknap 1887:322).

William Jennings, a soldier in the 11<sup>th</sup> Iowa Infantry, remembered that officers in his brigade of Gresham's division disagreed in the late afternoon of July 5 upon whether to assault the main Confederate line. Colonel William Hall, Jennings's brigade commander, was apparently one of those who wanted to continue the advance. Jennings remembered Hall riding up and down the line saying, "The Iowa Brigade could take hell!" (Smith n.d.)

A similar debate took place in Gresham's other brigade under Colonel William L. Sanderson. Sanderson's men had been advancing during the afternoon without knapsacks up and down hills "covered with dense brush and scattering large trees." When the order came to attack the main Confederate earthworks, the Colonel of the 12<sup>th</sup> Wisconsin "shook his head as much as to say he should do no such thing." The Colonel told one of Sanderson's staff officers "how disadvantaged the ground was" and called on the Colonel of the 32<sup>nd</sup> Ohio to accompany the staff officer back to convince Sanderson not to charge. Private Edwin D. Levings of the 12<sup>th</sup> Wisconsin, stationed on a skirmish line probably a short distance north of the Turner's Ferry Road, wrote home that he did not think, "Gen. Gresham or Blair knew the character of the ground in front of us." Levings then described the ground between the Union and Confederate lines along the Turner's Ferry Road:

Our skirmish line is on a creek [Nickajack] ¼ of a mile distant. That of the rebs 200 yds or more further on. The water is from 3 to 5 feet in depth and swift. The banks are lined with bushes which afford no protection from bullets. A Regt could not get across under the murderous artillery fire to which it would [be] expose[d]. . . . 600 yds from the creek is a heavily wooded ridge. A little to the left in the open ground is one of the finest forts I ever saw. I can count 7 embrasures in it. It commands the sloping ground in front for half a mile. In front of it is a strong abattis of brush and sharpened stakes driven obliquely into the ground. Their breastworks are of the first class (Levings 1864).

Artillery fire from the Southern earthworks described by Levings undoubtedly influenced the debate over whether Gresham's Division should continue its advance. "As night was fast approaching," wrote another member of the 12<sup>th</sup> Wisconsin, "General Gresham thought it best not to charge at once the works of the enemy" (Rood 1893:298). The Colonel of the 32<sup>nd</sup> Ohio claimed that "whiskey came near making us make the charge" and Private Levings believed that his entire brigade would have been lost in such a futile effort (Levings 1864).

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page   14  

Instead of attacking on the evening of July 5, Gresham's men remained on a high ridge parallel to Nickajack Creek, and during the night threw up a line of earthworks. Sanderson's Brigade of Gresham's Division was immediately north of the Turner's Ferry Road, where a 12<sup>th</sup> Wisconsin soldier noted that the men dug works with a high embankment and deep ditches to protect them from the large artillery fort across Nickajack Creek (Rood 1893:298). A short distance south of the Turner's Ferry Road, Hall's Brigade of Iowa regiments extended the line for a short distance to the south. The skirmishing on July 5 had cost Gresham's Division six men killed and forty-eight wounded (OR 38, III: 553, 579).

The Confederates apparently responded to the skirmishing and demonstrations of Gresham's division and other Federals by shifting infantrymen southward to meet the threat. One of the Southern brigades involved in this movement belonged to General Arthur Manigault. During the afternoon of July 5th, Manigault's men had left the main infantry trenches and gone to the rear to act as a reserve at the foot of a "very high and steep hill," being relieved by General Alexander W. Reynolds's Brigade of General Carter L. Stevenson's Division (Mathews Family Papers, Mathews diary entry for 5 July 1864). When Gresham's Federals demonstrated against Sharp's Mississippi Brigade, the Confederates responded by sending reinforcements to the threatened position. The shortest route to the point of danger, according to Manigault, was immediately in rear of the Confederate works, where the Southern infantrymen would have to cross "a high, bare hill, entirely exposed to the enemy, for the space of about two hundred yards" (Tower 1983: 196).

Manigault responded to the urgent orders to move by ordering his regiments to close up and advance at the double-quick across the exposed ground. Private John Crittenden of the 34<sup>th</sup> Alabama told his wife that his regiment first "had to go up a hollow about one hundred yards" before ascending the ridge at a double quick (University of Texas Special Collections, John Crittenden Papers, Crittenden letter dated 7 July 1864). When the head of Manigault's column showed itself, Union batteries opened a rapid fire with "shrapnel and spherical case all bursting with admirable regularity, over, under, and around us," noted Manigault. In a span of between six and eight minutes, Manigault's regiments passed through the terrible gauntlet with a loss of only five men wounded. Manigault claimed that the spectacle of Confederate reinforcements moving to the threatened point deterred a Federal advance, although Union accounts suggest other motives (Tower 1983: 197-198).

While Gresham's Federals advanced astride the Turner's Ferry Road on the afternoon of July 5, Blair's other division of the Seventeenth Corps under General Mortimer Leggett marched further south toward Howell's Ferry. Elements of Leggett's Division drove off Confederates erecting earthworks on the opposite side of the Chattahoochee. After detaching a brigade and four cannon to remain at Howell's Ferry, Leggett moved the balance of his division northward. There, as described by a soldier in the 31<sup>st</sup> Illinois, the Federals halted on the bluffs of "deep and rocky" Nickajack Creek where they encountered Confederate artillery fire on a slope opposite them that "disputed the passage of the stream and denied our rights to it as a watering place." Leggett's men subsequently dug a short stretch of earthworks in this area, approximately a half-mile south of Gresham's Division (Leggett's men probably worked intermittently on these earthworks between July 6<sup>th</sup> and 9<sup>th</sup>).



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number E Page 15

Leggett's entrenched position, located on high ground just upslope from Nickajack Creek, eventually included at least one and possibly more artillery positions facing north across Nickajack Creek toward the Confederate fort anchoring the left of Johnston's line. An Illinois private described the Confederate works as being in an "open place" with the opposing pickets located very close to each other. Battery H, 1<sup>st</sup> Michigan Artillery, which probably accompanied Leggett's Division, likely saw severe action against Confederate cannon on this line on July 5. In the record of events for the Michigan Battery, a notation records the loss on that day of one man and two horses killed, the amputation of the battery captain's arm due to a severe wound, and the wheel on a limber being disabled (OR 38, V:56; Morris 1902:98; Dodge and Ruger 1874; McDonald 1916:72; Hewett 1996 II:304).

South of Leggett's line, a regiment of mounted infantry from General Grenville Dodge's Sixteenth Corps advanced on July 5 to Howell's and Baker's Ferries. Over the next three days, larger bodies of Dodge's infantry occupied positions near Howell's Ferry and further southwest at Sandtown Ferry. South of Dodge's infantry, scouts and pickets of General George Stoneman's cavalry division stretched along the Chattahoochee for at least twelve miles facing Smith's Georgia militia division and "Red" Jackson's cavalry on the opposite banks. According to a July 6 dispatch from Stoneman, the Confederates had redoubts and rifle pits at "every prominent point" on the other side of the river, which prevented the Union cavalymen from even getting close to the banks (OR 38, III:382; 38,V:61).

McPherson claimed in a communication to Sherman on the evening of July 5th that if the Confederates remained north of the Chattahoochee the next day he could "punish them severely" with artillery fire from batteries being placed in position. The Army of the Tennessee commander also had Nickajack Creek "thoroughly examined" to find a spot where Gresham's men could cross the next morning and renew their advance. McPherson sent a dispatch on the evening of the 5th to General John M. Schofield, commanding the Twenty Third Corps, which included a detailed sketch of the positions of the Army of the Tennessee. These sketches, which are printed in the *Official Records*, are reproduced in this report (OR 38:V:56-58, 60, 61).

Sherman expressed some disappointment with McPherson's efforts on July 5. The Union Army commander had hoped that McPherson could "get control of the ridge commanding Turner's Ferry before the enemy could get across" the Chattahoochee. Sherman did not want McPherson to risk a frontal assault on the 6th, however, unless success was certain "or unless you know that some part of Johnston's army or material is not yet across" (OR 38, V:56, 58).

As the soldiers in Johnston's Army entered the River Line on July 5, they had received no information "as to the nature or even the existence" of the unique system fortifications, according to General Shoup. The men consequently made many negative comments about the defenses, particularly the stockades connecting the redoubts. On July 6, Shoup's staff officer William Palfrey wrote home that:

"Genl. Shoup did not have time to complete his line of works as he wishes, but it was sufficiently far advanced to receive the army. It was amusing to hear the remarks made by the men as they came in sight of the new line- very few had any confidence in it. They are beginning to

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number E Page 16

understand it now, and will, before a great while, know its value. It is unfortunate that it could not have been perfected, though as it is, it will be of immense benefit to the army. An extent of line heretofore requiring a division for its defense is now held by a brigade. Thus you see while a strong line can be successfully held by a small portion of the army the remainder can assume the offensive or can be sent to meet any raid sent against our communications. I do not know that Genl. Johnston has expressed any divided opinion about this line- Hardee says if we are whipped here we ought to be willing to have it done. Cheatham says it is the strongest line he has ever seen. There is no necessity for us to retire from here. It is not possible for the enemy to make us fall back if we are determined to remain."

Palfrey concluded optimistically that the advantages of the Chattahoochee Line would increase the strength of Johnston's army and allow it to strike the enemy "so successfully that the campaign will result favorably for us" (Greenwood Papers, Palfrey to Greenwood, 6 July 1864).

Letters and diaries confirm the assertions of Shoup and Palfrey that many men in the ranks thought little of the River Line. Robert Patrick said that it was "a miserable concern... a few well-directed shots from the enemy's light artillery" would knock the logs in the palisades "northwest and crooked, and kill and wound fully one half the men behind them." Patrick admitted that the palisade might stop a cavalry charge, "but that's all it could do" (Taylor 1959:191). Captain James P. Douglas, commanding a battery in Cleburne's Division, wrote his wife that the works were "indifferent" and believed that the army "would cross the Chattahoochee before we make such a halt" (Douglas 1966:108-109).

Shoup reported in his 1895 article that he spoke with General Patrick Cleburne, who initially felt like the stockades "would be utterly unsafe." Then, after studying the works, Cleburne understood and explained them to a group of men. Cleburne supposedly pointed at the perpendicular exterior walls of a Shoupade and asked if "a company of men could hold it against any force that could be brought against it?" When the men said yes, Cleburne explained the interlocking fields of fire created by the system of Shoupades and intervening artillery redoubts. When some expressed concern about being "shelled out," Cleburne showed the men how they could be protected by making "a complete cover inside" the Shoupade (Shoup 1895: 264).

Regardless of Cleburne's opinion, other officers clearly saw the need to modify Shoup's earthworks. A Mississippi lieutenant in Sharp's Brigade noted how his command dug pits in the front of the main line to shelter the picket line (Mississippi Department of Archives and History, Joseph M. Rand Papers, Rand diary, entry for 5 July 1864). Lieutenant Hamilton Branch of the 54<sup>th</sup> Georgia wrote that after dark on July 6, his regiment received orders "to pull down the stockade and build a breastwork instead" (Joslyn 1996:262). Adjutant John L. Hammond of the 63<sup>rd</sup> Georgia called the stockades "a perfect slaughter pen," noting that the men pulled down the logs, laid them on the ground, and strengthened them with eight feet of earth (John H. Hammond Papers, Hammond letter dated 7 July 1864). A Tennessee officer in General Alfred Vaughn's Brigade wrote in his diary on July 6 that his unit received orders to "make some alterations in some parts of our works which we commenced to do and worked until after dark" (Franklin 1996:186).

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number E Page 17

The experiences of General Daniel H. Reynolds's Brigade on the right of the Confederate River Line offered an example of how Federal fire compelled the modification of entrenchments. Reynolds wrote in his diary that his men fell back to a position on the Western and Atlantic Railroad on the morning of the 5th and commenced fortifying. When Union batteries, possibly those atop Vining's Mountain, opened on Reynolds's position in the afternoon, the shells completely enfiladed the Confederate line. Reynolds' men went to work "with great zeal" to make traverses for protection, while the general requested a change in position to a point two hundred yards in advance. By the afternoon of July 6th, Reynolds had permission to move his line. At daylight on the 7th, the new line was "very strong & nearly complete with traverses" since it was still vulnerable to enfilading artillery fire (University of Arkansas Special Collections, Daniel H. Reynolds Papers, diary entries for 5, 6, and 7 July 1864).

While many Southern soldiers modified or moved their fortifications, a few expressed thanks for falling back to a prepared position. Lieutenant George Warren of Missouri said the men were "awfully tired of shoveling dirt" by the time they entered the River Line. He appreciated on July 6 a day of rest with "no breastworks to build, no skirmishing, no minies whistling overhead" (Gottschalk 1991:373).

As Johnston's men established themselves in the River Line, the Confederate Government continued impressing slaves to work on the fortifications. On July 4, General Marcus Wright in Atlanta ordered his aide-de-camp, Colonel James R. Howard, to Hancock County in east central Georgia to procure "fifty (50) able bodied Negro men to work on the fortifications on the Chattahoochee River." Wright specified that if Howard could not hire them he had the authority to impress the slaves "conforming strictly to the laws of Congress, and orders on the subject of impressment" (HCA Auctions Catalog, June 19, 2003, Item 143, Form No. 22 to James R. Howard).

Slave gangs labored on Shoup's fortifications throughout the time the Confederates occupied them. Captain Samuel Foster noted about a hundred slaves working on the stockades "until the Yanks came up" and a Union artillery shell landed amidst the workers. The slaves ran to the rear, much to the amusement of the Confederate soldiers, who Foster claimed, "would holler at them and scare them and worse" (Brown 1980:103). William Norrell of the 63<sup>rd</sup> Georgia wrote in his diary on July 7 of seeing "a great many Negroes... engaged at work in the woods back of us." Like Foster, Norrell noted how the laborers scattered when Union shells began falling (Norrell 1988:78).

The shells that terrified the slave laborers were part of an intense Union artillery bombardment that lasted much of July 6 and 7. W. L. Trask, a Confederate courier assigned to General William J. Hardee, noted on July 6 the "furious shelling" had compelled Hardee that morning to move their headquarters to a safer location (Hafendorfer 2003: 165). The men in the ranks had no such option. As J. L. Henderson of the 41<sup>st</sup> Mississippi of Sharp's Brigade wrote in his diary on July 7, he and his comrades "lay in the breastworks very close" as Union batteries "commenced shelling early and continued all day" (Jesse L. Henderson diary, entry for 7 July 1864).



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page   18  

Perhaps in response to this Federal artillery fire, the headquarters of the Army of Tennessee issued a circular dated July 7 giving instructions to be “carefully observed by officers in command of redoubts” (Figure 3). The officers were to create shell-proofs within the redoubts by placing timbers on the banquette, or firing step, and extending them across the interior. A subsequent covering of “a little brush, and from six inches to a foot of earth” would allow for the shedding of water. Twenty yards in front of the lines, the men were to place a “strong abattis.” Between the abatis and the ditch located immediately in front of the redoubts, the men were to “plant stakes thickly” and cover them with small brush (Mason 1864, Circular dated 7 July). A Union map showing the Southern lines opposite Logan’s 15<sup>th</sup> Corps suggests that the Confederates did construct lines of abatis in front of their works (Davis et al., 1891-1895 Plate LIX, No. 8).

In order to strengthen the stockades running between the redoubts, the circular directed the placement of a single layer of heavy logs against the foot of the stockade inside and out. This would then be covered and packed with earth. A parapet could be constructed inside the stockade for the protection of the infantrymen and “small abattis” placed on the outside close to the stockade. Each redoubt should be supplied with “slow match, port-fires, and turpentine or light-balls” to illuminate the positions in case of a night attack. Piles of lightwood located approximately one hundred yards in front of the lines were also to be set ablaze by skirmishers in the event they were driven in. Lastly, a supply of hand grenades should be in every redoubt with several men being instructed in their use (Mason 1864, Army of Tennessee Circular dated 7 July).

The circular also explained Shoup’s plan of creating interlocking fields of fire, noting that in an attack, the men in each redoubt “should be instructed to direct their fire to support the contiguous redoubt rather than against the enemy approaching their own.” In a section entitled “siege operations,” the circular suggested thwarting Union mining attempts by digging a deep, narrow trench in the outside ditch of the redoubts to intercept the enemy’s galleries. If the redoubts were in peril, new works of log or earth should be constructed in rear or on either side of the old ones, so that they could be abandoned (Mason 1864).

The Union batteries making life miserable for the Confederates on the left of Johnston’s line belonged to Gresham’s and Leggett’s Divisions of the Seventeenth Corps. These artillerists received assistance from units of the Fifteenth Corps, including the massive twenty-pounder Parrott rifles of DeGress’s Battery. DeGress spent the afternoon of the 6th firing at the rebel pontoon bridge at Turner’s Ferry, about 5,000 yards distant, a Confederate prisoner later reporting that the Union shells had “good effect” (Belknap, 1887:323; OR, 38, III:264).

While DeGress concentrated on the pontoons, other Union batteries fired at closer targets. A 12<sup>th</sup> Wisconsin private remembered how one of his regiment’s favorite pastimes on the Chattahoochee Line was watching a battery in their rear engage in a daily duel with a Confederate fort. “Considerable noise was made,” the Wisconsin man noted, “but not much execution done, at least by the Rebels.” The Union artillerists also often took deliberate aim at the Southern skirmish pits located a short distance on the other side of Nickajack Creek. When the cannoneers hit their target, it “threw rails and sand high in the

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page   19  

air" and the Union infantrymen laughed themselves hoarse "to see the frightened Johnnies streak it in every direction to find a place of safety" (Rood 1893:299).

In the midst of the Union bombardment on July 6, Federal skirmishers from Gresham's division crossed Nickajack Creek and began constructing rifle pits. General McPherson had hoped that Gresham's men would break through the main Confederate line that day, but he cancelled the effort. Colonel Belknap of the 15<sup>th</sup> Iowa said that the attack did not take place because the depth of Nickajack Creek and the "sinking, muddy ground" along its banks preventing a crossing in force without first constructing several bridges. In addition to this, there was a gap of over a half mile between the left of Gresham's division and the closest division of the adjacent 15<sup>th</sup> Corps (Belknap 1887:323).

At 8:00 A.M. on July 7, Sherman instructed McPherson to "display as much anxiety to cross [the Chattahoochee] as possible" but to keep the bulk of his infantry "ready to move to the real quarter" where Sherman hoped to cross the river north of Johnston's line. Sherman further told McPherson to continue using artillery "pretty freely," massing "plenty of guns, say thirty" to deliver a plunging fire on the Confederate lines on the opposite side of Nickajack Creek. McPherson realized that the Confederates had all of the ferries south of Turner's defended by at least a battery of cannon, but ordered his Sixteenth Corps commander, General Grenville Dodge, to nonetheless threaten Howell's and Sandtown Ferries to the southwest (OR 38, V:80).

While Confederates uniformly describe intense, day-long Union artillery bombardments on July 6 and 7, Federals relayed conflicting accounts regarding the response from Southern artillerists. A chronicler in the 6<sup>th</sup> Iowa claimed that on July 7 the enemy "shelled the lines vigorously all day" while opposing skirmishers kept up an incessant fire in their rifle pits (Wright 1923:299). A diarist in the 103d Illinois, perhaps three-quarters of a mile from the Iowans, claimed that the Confederate batteries did not fire a shot on July 6th and remained silent throughout much of the 7th (n.a., Reminiscences... of the 103d Illinois, 1904:94).

At dusk on the 7th, the large Rebel artillery redans on the far Confederate left which had remained silent and under fire much of the day suddenly opened with eight large cannon. Some of these Southern cannon probably belonged to an Alabama battery under Captain S.H. Dent. Dent wrote that the Confederates "kept up a heavy fire for a few minutes." The Confederates concentrated first on Union battery positions, then fired over them resulting in the demolition of "some half-dozen wagons and 20 mules" of Gresham's division. After this, the Southern artillerists "began scattering their compliments" up and down the Union lines (Mathis 1981:103).

Union artillerist William Christie of the 1<sup>st</sup> Minnesota Battery left a vivid account of this action in a letter to his brother. Christie's battery was attached to Gresham's Division, but had been moved left or northward into a position along the Union Fifteenth Corps line "so that we might be in front." Christie claimed that fourteen Confederate cannon opened on his position. "They banged our fort in a most villanios [sic] manner," he related, "bursting shell all around us and in our embrasures" (Minnesota Historical Society, James Christie Papers, William Christie to Alexander Christie, July 9, 1864). While

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page   20  

an Illinois Yankee claimed that the bombardment lasted thirty minutes (n.a., *Reminiscences...* of the 103d Illinois, 1904: 96-97), a Confederate diarist in Sharp's Mississippi Brigade, probably adjacent to one of the rebel forts, described the same action as a "brisk duel" that lasted fifteen minutes (Mississippi State Department of Archives and History, Joseph M. Rand Papers, Joseph M. Rand diary, entry for 7 July 1864). The Federal artillerists replied to the Confederate fire, noted Captain Dent, "with all their guns and the uproar was almost deafening" (Mathis 1981:103).

Unfortunately for the Seventeenth Corps artillery batteries, particularly those attached to Gresham's division, the intense bombardments of July 6 and 7 entirely exhausted their supplies of ammunition. The Seventeenth Corps Chief of Ordnance, stationed at Marietta, said that there was not suitable ammunition at his depot, and that General Blair would had to look elsewhere to resupply his batteries (OR 38, V:90-91). A Confederate artillerist noted that the Union fire after July 7 was not as "steady and constant" as it had been, although still "every two or three minutes a shell comes screeching over" (Mathis 1981:103). Union infantrymen also kept up a harassing rifle fire, a Confederate private in Sharp's Brigade noting in his diary on the 8th that "we have to lay very close in breast works on the account of the sharp shooters firing at us if we stir about much" (University of Mississippi Special Collections, Jesse L. Henderson diary, entry for 8 July 1864.).

On July 7, Joseph E. Johnston called a council of his corps commanders at army headquarters, located in a tent outside the Campbell House on the south side of the river near the railroad bridge. Johnston invited Shoup to attend. According to Shoup, Hood stated that his lines were unsafe and urged that the army move across the Chattahoochee. While Shoup did not record Hood's specific reasons for advocating a withdrawal, he was undoubtedly concerned about the possibility of Federals crossing the Chattahoochee downstream from his position and/or establishing an enfilade fire against it from the south.

Shoup, who had not wanted to build the extension of his line that Hood's men occupied, claimed that Hood's Corps "ought never to have been put in such a position." At the same time, Shoup criticized Hood for not strengthening his fortifications "in defense of the crossing" (presumably a reference to Turner's Ferry) and that the corps commander "did not seem to understand the design of the works on his right." When asked his opinion about what should be done, Shoup suggested moving Hood's Corps across the river, along with at least one other corps. The main line could then be held and provisioned to withstand a siege (Castel 1992:336; Shoup 1895:264).

A letter, written on July 18, 1864 by Captain Palfrey of Shoup's staff, supports much of Shoup's postbellum account of Johnston's meeting. Palfrey wrote, "Hood was in favor of crossing the river-Hardee opposed it." Shoup claimed, "No definitive conclusion was reached" at Johnston's council, "but the tone in favor of holding on to the side of the river next the enemy was not such as I could have wished" (Greenwood Papers, Palfrey to Greenwood, 18 July 1864).

Confederate troop movements on July 6 and 7 suggest that Johnston might have heeded some of Shoup's advice about troop deployments, although with smaller numbers of men than the Chief of Artillery



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number E Page 21

suggested. On the Confederate right flank, Johnston ordered General Edward Walthall's Division to cross the river on the wooden bridge adjacent to the Western and Atlantic trestle and move north to the vicinity of Pace's Ferry to act as a reserve for Wheeler's Cavalry (Osborn 1943: 215; OR 38, V: 869). On the other end of the line, most if not all of General Carter L. Stevenson's Division of Hood's Corps crossed the Chattahoochee at Turner's Ferry on July 6. Detachments from Stevenson's brigades reinforced the Confederate cavalry guarding Green's and Howell's Ferry and possibly continued to points further south. This movement of Stevenson's men might have been what Sherman referred to in a July 7th telegram to Union General in Chief Henry Halleck when he said, "Johnston is maneuvering against my right." (University of Virginia Special Collections, Mathews Family Papers, Joseph Matthews Diary Entries for 6, 7 July 1864; Marshall 1959: 427; OR 38, V:73).

**"WITHOUT THE LOSS OF A MAN:" THE CROSSING OF THE CHATTAHOOCHEE RIVER LINE**

General William T. Sherman visited the right of his lines on July 8, conversing with McPherson and at least one of the Army of the Tennessee corps commanders. The senior officers expressed a desire to General Blair that the Seventeenth Corps make a demonstration on the river. Blair meanwhile wanted his division commander Leggett to erect batteries on "the most favorable points to cover the enemy's lines and batteries on the eastern bank of the river, and to make such disposition of your troops as will protect them from the fire of the enemy." (OR Atlas Plate LXII, No. 5 suggests that Leggett did build additional battery positions on the far southern end of his line on July 8.). These activities were all feints to cover the real crossing taking place on the extreme left of Sherman's Army. Sherman's forces, including the cavalry, at this time stretched some thirty miles from Roswell to Campbellton. Such a broad front made it very difficult for the Confederates to guard sufficiently every potential crossing point (OR 38, V: 90; Davis 2001:98).

While General McPherson's men planned demonstrations against the southern end of Johnston's line, Sherman ordered General Schofield to find a point between the Union Army's left and Roswell where his men might cross the Chattahoochee. Schofield found such a location near the mouth of Soap Creek (now Sope Creek), moving his divisions there on the morning of July 8. That afternoon, one of Schofield's brigades crossed the river unopposed on a submerged stone fish dam near Isham's Ferry (also called Isom's Ferry, at the end of Heard Road in Sandy Springs), becoming the first sizeable body of Union infantry across the Chattahoochee. Shortly thereafter, other Union troops crossed the river in pontoon boats from the mouth of Soap Creek, driving off the small force of Southerners on the opposite bank.

By that evening, Schofield had an entire division across the river hard at work entrenching on a ridgeline. His men had also one pontoon in place and were working on a second one (McMurry 2000:116; Castel 1992:339). News of these crossing reached Johnston's headquarters on the evening of the 8th, but the Confederate high command remained unsure if Sherman might attempt a major crossing elsewhere. Johnston's Chief of Staff said that the Federal movements left the Southern generals wondering whether the enemy had crossed the river "in earnest or to see if they could flange [sic] us" (Mackall to wife, July 9, 1864).

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page   22  

The following morning, Union cavalrymen under General Kenner Garrard got across the Chattahoochee north of Schofield's bridgehead. Under a covering fire from Union sharpshooters and artillery, four companies of dismounted troopers deployed in a skirmish line and waded into the river, which was several feet deep at this point. When Confederates on the opposite shore opened fire, the Federals responded with their Spencer repeating rifles, the waterproof cartridges allowing them to reload under water. Although the Federals encountered swift water with a rough river bottom, they managed to approach the opposite shore. As they did so, most of the Confederate defenders ran away except for several who surrendered, the prisoners being eager to see the unfamiliar enemy weapons (Castel 1992: 340; McMurry 2000:116; OR 38, II:851).

Another crossing by Federal horsemen that morning was "certainly one of the funniest sights of the war," according to their commander, Union General Edwin McCook. This feat involved Colonel James P. Brownlow and eight men of the 1<sup>st</sup> Tennessee (US) Cavalry, who swam nude across the Chattahoochee near Cochran's Ford with their guns, cartridge boxes, and hats kept dry on a raft. Once on the other side, the naked men put on just their hats and accoutrements and surprised Confederates in their rifle pits, capturing four prisoners. Brownlow and his men would have seized more prisoners, joked McCook, but the rebels "had the advantage in running through the bushes with their clothes on" (OR 38 II:761; McMurry 2000:117).

Sherman sent reinforcements to Roswell and by nightfall on the 9th, an infantry division had relieved the Union cavalrymen at the Roswell bridgehead. On the 10th, a portion of Schofield's Corps had also moved to Roswell and by evening, had a bridge in place. Wheeler's cavalrymen offered little resistance at these points, although the horsemen were spread thin, as Wheeler claimed on July 10 that the line of his cavalry corps stretched twenty miles (McMurry 2000:117; Dodson 1899:198).

Once Johnston learned of the Federal crossings and bridgeheads, he gave the orders to evacuate the River Line after dusk on July 9th. (Earlier that day Sherman had correctly predicted in a dispatch to George H. Thomas that Johnston would "not attempt to hold both shores after we have secured a lodging"). Shoup received word of Johnston's decision while working on the left flank of his line, believing that while Hood's Corps would be crossed over the Chattahoochee, most of the army would remain in the River Line. "I need not attempt," Shoup reminisced, "what a blow it was for me" (Shoup 1895:264; OR 38, V:93, 872-873).

Confederate Private P. D. Stephenson of the 5<sup>th</sup> Company Washington Artillery left a vivid account of his unit's withdrawal across the Chattahoochee. Around 10 o'clock on the night of July 9, Stephenson's battery limbered its guns, fell into the forming lines of infantry, "and leaving the usual picket line to guard our retreating steps... quietly fell back to the pontoon bridges." By the light of a full moon, "the slowly marching men... seemed magnified, as like a vast procession of swaying giants as they crawled along slowly over the narrow heaving bridge." The river "lapped softly at our feet along the sides of the pontoon boats, beautiful yet threatening, for its swift waters were deep, and the steep banks straight and dark, out of whose gloomy densely wooded sides poured the endless columns of our men." After

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   E   Page   23  

crossing, Johnston's men burned the railroad and wagon bridges, along with some of the pontoon bridges that could be removed (Hughes 1995:204-205).

The next day, Federal skirmishers from McPherson's Corps advanced to the western banks of the Chattahoochee, where they traded fire throughout the day with Confederates in rifle pits stretching up and down the river on the opposite shore from the vicinity of Turner's Ferry. Hoping to offer support to the Federal skirmishers, McPherson ordered seven regiments chosen from four different divisions to occupy the abandoned main Confederate line, probably the works evacuated by Stewart's and Brown's divisions. Lastly, McPherson ordered a battery of three-inch rifles and 20-pounder Parrotts placed in position in order to "develop what is in front of us" (OR 38, V:107-108).

Finally on the other side of the river, Sherman reported to Halleck that the Southern position on the Chattahoochee was the "strongest of all," a sentiment repeated after the war in Sherman's memoirs when he characterized the River Line as "one of the strong pieces of field-fortifications I ever saw." Captain Orlando Poe, Sherman's chief engineer, instead offered a mixed assessment of the River Line in his 1865 report of that Atlanta Campaign. After providing a detailed description of the Confederate lines, Poe said, "there was nothing in the plan to recommend them to the attention of engineers." A few sentences later, however, Poe said that the River defenses were "by far the strongest" line the Federals had encountered up to that point in the campaign, "having been located by good engineers" (OR 38 V:114; Sherman 1957, II:66-67, 70; OR 38, I: 129-130).

Sherman was rightfully proud of his army's crossing of the Chattahoochee and crowed about it in a July 13, 1864, letter to his brother-in-law. "I think in crossing the Chattahoochee as I have, without the loss of a man" Sherman announced, "I have achieved a really creditable deed." Historian Albert Castel, author of a highly regarded modern study of the Atlanta Campaign, goes even further in his praise of the Federal river crossing, calling it Sherman's "best, as well as... easiest, move" of the entire campaign (Simpson and Berlin 1999: 666-667; Castel 1992:341).

Although Joe Johnston's July 7, 1864, circular to his army included plans for siege operations along the Chattahoochee, most recent historians of the Atlanta Campaign conclude that the Confederate Army commander never intended to make a prolonged stand along the river. (On July 5<sup>th</sup>, Johnston had ordered the evacuation of Confederate military hospitals and munitions works from Atlanta.) These same historians are rightfully critical of Johnston's relative inactivity along the Chattahoochee, a sentiment voiced by Sherman in his memoirs. "I have always thought," Sherman wrote to Halleck, that "Johnston neglected his opportunity there, for he had lain comparatively idle while we got control of both banks of the river above him" (McMurry 2000:117; Davis 2001:99; Sherman 1957 II:70).

Surviving primary sources make it difficult to determine Johnston's true views on Shoup's unique system of fortifications. Johnston's comments on July 1, 1864 to Senator Benjamin Hill claiming the Confederates would be able to "annoy and hold the enemy a long time" on the River Line suggest confidence in Shoup's plans. Four days later, when Johnston's men had fallen back into River Line, he characterized his army as being only "lightly entrenched," suggesting that he was not as impressed with



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number E Page 24

the defenses as Shoup later remembered. In his memoirs, Johnston says little about the Chattahoochee River Line, but suggests that he saw it as part of the larger system of prepared defenses around Atlanta that was not a creation of his own army (OR 52, 2, 706; 38, 5: 865; Johnston 1957:345).

On July 10, 1864, Confederate Senator Benjamin Hill arrived in Richmond ten days after conferring with Johnston along the Kennesaw Line. During Hill's subsequent meeting with Jefferson Davis, the Confederate President asked Hill how long he had understood that Johnston could hold Sherman north of the Chattahoochee. Hill answered that Johnston told him he could keep the Federals north of the river at least until late July. Davis then read a telegram announcing that the Federals had crossed the river and that Johnston had retreated across the Chattahoochee with his army (McMurry 2000: 135).

A week later, President Jefferson Davis relieved General Joseph Johnston from command of the Army of Tennessee. Johnston's aggressive replacement, General John Bell Hood, inaugurated a series of bloody battles against the Federals, decimating his army in the process. At the end of August 1864, a final Federal flanking maneuver around Atlanta cut the last railroad and ended with the Confederate evacuation of the city, a decisive event in the fourth and final year of the American Civil War.

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number F Page 25

**F. ASSOCIATED PROPERTY TYPES**

**1. Names of Property Types**

Infantry Trench

Rifle Pit

Artillery Redan

Shoupade (Infantry Redoubt)

**2. Description: Confederate and Union Field Fortifications**

The construction of field fortifications took on increasing importance in the latter years of the Civil War, so much so that by the Atlanta Campaign of 1864, they were "an integral part of the military strategy employed by the armies of both the United States and Confederacy" (Fryman 2000:43). Field fortifications can be built in a range of forms and for a variety of purposes, but certain types were dominant in the Atlanta Campaign generally, and in the Chattahoochee River Line Battlefield, specifically. The property types most often associated with the Battlefield were those that were well suited to active campaigning (Fryman 2000), and included the infantry trench, artillery redan, infantry redoubt, and rifle pits. These types are distinct from those that were favored in other situations, including the fortifications used to encircle the city of Atlanta (Fryman 2000:47).

The resources associated with the Chattahoochee River Line are significant at the local level under Criterion A in the area of military history, as they associated with an event, the Atlanta Campaign, which had significant impact on local history, including and the subsequent Battle of Atlanta. As part of the Chattahoochee River Line, the defensive field fortifications created by the Confederates created a large obstacle to General Sherman in his march to capture Atlanta, thereby delaying an assault of the city. The offensive Union field fortifications present along the battlefield represent the Federal attempt to overcome the barrier of the River Line.

In addition, the elements of the Chattahoochee River Line Battlefield are also significant at the local level under Criterion C in the area of engineering, as the River Line itself was designed with distinctive characteristics that are entirely unique to defensive fortifications in the local area. The most prominent example of this is the Shoupade, named for the River Line's designer, General Francis A. Shoup, a West Point-trained Confederate engineer and Joseph E. Johnston's Chief of Artillery. The concept and placement of these Shoupades, along with other earthworks like redans, makes the Chattahoochee River Line a distinguishable type of defensive field fortification that was not used at any other time during the Civil War, or built in any other part of the United States. The Union earthworks are also significant as they represent types of field fortifications that were distinctive to the Atlanta Campaign. In order for individual property types to be eligible, they will need to meet the eligibility requirements outlined for each type below, and retain integrity.

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number F Page 26

An interesting quirk of the Civil War is that many of the engineers on both sides of the conflict were trained at West Point. This means that engineers on both sides utilized similar types of field fortifications, and were aware of how the enemy might construct their entrenchments and the military strategy behind those works. In fact, many of these military engineers probably used Mahan's *A Treatise on Field Fortifications* (1856) in deciding how to construct their fortifications (Fryman 2000:45). For this reason, many of the earthworks within the Chattahoochee River Line Battlefield are similarly constructed, and Mahan's work, as well as other contemporaries like Scott (1861), and modern Civil War scholars like Hess (2005), can be used to define what constitutes the eligibility requirements of a different property types within the Battlefield. Mahan believed that there were eight basic types of field fortifications, and perhaps unsurprisingly, several of these were used in Chattahoochee River Line Battlefield (Fryman 2000:45-46; Mahan 1856:11-12). However, the exclusive use of scholarly definitions in determining the eligibility of the Battlefield property types is inadvisable, for a of couple reasons.

First, it is important to note that in the Atlanta Campaign, the Union troops were often in the position of attacking and taking new ground, and therefore had to construct rough, sometimes informal, earthworks as quickly as possible. Consequently, the Federal earthworks in the Battlefield may not fit the exact definition of a particular fortification type, as outlined in works like Mahan (1856). Instead, they will appear more expedient, and perhaps not as well built or sited as they would have been had their builders had more time.

Second, though the Confederates had a good deal of time to build strong defensive systems around Atlanta, including the Chattahoochee River Line, these earthworks could later be modified to suit the immediate needs of the men occupying them. Shoup's design of the River Line was particularly misunderstood, and historical research has shown that parts of it were "improved" by troops unfamiliar with the purpose of the redan and Shoupade system. It is possible that these modifications could have altered even basic types of fortifications, like infantry trenches, from the classic model presented in military volumes.

In addition to these caveats, it is important to remember that most Civil War earthworks have endured years of neglect or outright destruction from looters and souvenir seekers. Also, the wooden material inside the fortifications has long since degraded, and unlike a brick house or a large military installation like a fort, they were never built to last long periods of time. While the technical definitions of different fortification types remain important, for instance whether an artillery redan retains its ditch, the property should qualify if it is readily discernible as the type it represents. Some expedient field fortifications, such as rifle pits, will only be readily discernible when taken in context with the surrounding environment and other field fortifications. So for instance, a concave pit may only be the remnants of a tree fall or animal activity, but, when found with several other similar features, in front of trenchline, the context of the resource supports its interpretation as a rifle pit.

These points about the characteristics of expedient earthworks are no less important when thinking about the integrity of the individual property types. Within the context of the National Register of Historic



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number F Page 27

Places (NRHP), integrity is defined by seven qualities: design, materials, workmanship, association, setting, location, and feeling (National Park Service [NPS] 1991:44). Assessing the integrity of battlefields and battlefield fortifications is somewhat different, however, than assessing a building or monument, and they are not generally expected to retain elements of design, materials, and workmanship (Andrus 1999:10). Instead, it is important to focus on the association, setting, location, and feeling of a battlefield and battlefield fortifications when assessing whether they retain sufficient aspects of integrity to be included on the NRHP. In the case of Shoupades, which represent a unique type of infantry redoubt found only on the Chattahoochee River Line, it may be possible to retain integrity of design, if the Shoupade conforms to the design parameters specified by Francis A. Shoup.

To reflect the aspect of association, it is important for the Chattahoochee River Line Battlefield property types to be located in the Battlefield's core area (see Section G), which is where archaeologists and historians have determined that the majority of the battle occurred. That is, property types within this core area can be reasonably expected to have been involved in the activities documented in Section E above. The location aspect of integrity is obvious in that the property types should remain where they were constructed, and not have been moved. To express the quality of setting, there should remain a clear relationship between the property types and the original topography and landmarks of the Battlefield. This relationship is integral to understanding how the Battle played out in those early days of July, 1864, including the challenges and opportunities available to the opposing sides.

The last quality expected of a NRHP-listed battlefield resource, the feeling aspect of integrity, may be the most difficult for the Chattahoochee River Line Battlefield property types to meet. This is because the feeling of a battlefield should reflect "the historic sense of a particular time" (Andrus 1999:11). This would mean that the Chattahoochee River Line Battlefield property types would need to be in an environment that is relatively similar to the one the encountered by participants in the battle: wooded, with cleared areas near the prepared defenses of the Line, and no encroachment of modern development. Unfortunately, the extant remnants of the Battlefield are in fairly developed environments within the present-day Atlanta Metropolitan Area, which continues to rapidly urbanize. As this is the case throughout most of the identified Battlefield core area, some latitude must be granted when assessing the feeling aspect of integrity for the Chattahoochee River Line Battlefield property types. Therefore, while visitors may no longer be able to stand at the resource and not see modern development, the resource may still retain some aspect of its original feeling if it has not been constructed upon itself, or if it has several meters of space between it and modern developments like apartment buildings and parking lots. Location within a wooded lot would also increase the feeling of integrity for Battlefield property types, though this should not be considered compulsory.

The fact that this is a rapidly urbanizing area also highlights the peril to the extant remnants of the Battlefield. With the exception of Shoupades, it is not known how many each property type was ever built, let alone how many of each are extant within the Battlefield. However, it is likely that those that remain are rare, or will soon become rare if not preserved. In addition, the modern development north of the Chattahoochee River means that Battlefield, once continuous, is now highly fragmented. Any properties nominated to the Battlefield will therefore only represent a portion of the larger story of the

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number F Page 28

battle. However, these smaller fragments of the whole remain important sources of information that can continue to contribute to our understanding of the Chattahoochee River Line Battle, and the larger Atlanta Campaign.

**Type: Infantry Trench**

An infantry trench is a basic linear field fortification that is simply "a ditch...of uniform depth, and a parapet of uniform height, formed from the earth taken from the trench" (Mahan 1856:146). Defensive works were usually placed on the forward slope, or "military crest," of hilltops or ridges to achieve the best fields of fire. The infantry trench was one of Mahan's eight basic types of field fortifications; he called it the "right line" (Mahan 1856:11). These earthworks were commonly used to span the length between other fortifications, such as artillery redans or infantry redoubts (Scott 1861:298). It was deemed important that parapets be thick enough to protect troops from gunfire. To achieve this objective, military engineers were taught the necessary thickness of the parapet corresponded to the type of artillery used by the enemy. For instance, a parapet would need to be six feet thick to protect troops from a six-pounder gun, or nine feet thick for a nine-pounder gun, and so on (Scott 1861:284). In actual practice, however, infantry trenches were usually less substantial but proved effective when constructed together with head logs and revetments.

General William T. Sherman described these infantry fortifications in his *Memoirs*:

The enemy and ourselves used the same form of rifle-trench, varied according to the nature of the ground, viz.: the trees and bushes were cut away for a hundred yards or more in front, serving as an abatis or entanglement; the parapets varied from four to six feet high, the dirt taken from a ditch outside and from a covered way inside, and this parapet was surmounted by a "head-log," composed of the trunk of a tree from twelve to twenty inches at the butt, lying along the interior crest of the parapet and resting in notches cut in other trunks which extended back, forming an inclined plane, in case the head-log should be knocked inward by a cannon-shot. The men of both armies became extremely skillful in the construction of these works, because each man realized their value and importance to himself, so that it required no orders for their construction.

Infantry trenches are the predominant type of fortification located within the Chattahoochee River Line Battlefield boundaries. Erosion has usually softened the more subtle features of these earthworks; of course wooden features such as abatis, head logs, and revetments decayed long ago. Often however traverses are still evident. Traverses are berms of earth thrown up within a trench perpendicular to the trenchline itself. They were intended to prevent enfilading artillery fire from travelling the entire length of a trench. To be eligible for inclusion, infantry trenches should be readily discernible on the landscape, and clearly possess an interior ditch and corresponding parapets that are relatively uniform in height and width. Trench segments are acceptable for inclusion as these linear fortifications often continue for miles on the landscape. At minimum, a trenchline must be at least 2 feet (.6 meters) in height and 100 feet (30 m) in length to meet registration requirements for the Chattahoochee River Line Battlefield. Additionally, these surface archaeological features should be located within the Chattahoochee Line core

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number F Page 29

battlefield area, as defined by Butler and Bohannon (2011) (See Section G and Figure 4), not have been moved, display a relationship with surrounding topography and landmarks of the Battlefield, not have been built upon, and have several meters of space between it and modern development.

**Type: Rifle Pit**

A rifle (or skirmish) pit is another basic field fortification, one that “every soldier should be able to form for himself” (Scott 1861:290). In later wars, these were called “fox holes.” During the Civil War, the term rifle pit referred to a hole just large enough for one or two men with earth thrown in front for protection. According to Scott (1861:290, 532), proper rifle pits should be about three feet deep and three feet square, with a step at the rear to get in and out. A loophole was often made, created by two sandbags or logs placed on the parapet with a third topping them to make a space for firing (Scott 1861).

Rifle pits were typically located 60 to 120 yards in front of other field fortifications, and sparsely spaced in a roughly linear fashion along the front. One of the primary purposes of skirmishers in protected rifle pits was to give early warning of determined enemy attacks on the main infantry lines. In the Atlanta Campaign, combat was characterized by more or less constant daily skirmishing and sharpshooting from rifle pits. The skirmishers caused attackers difficulty with reaching the main defensive works, especially when used with felled tree abatis or other obstacles (Scott 1861:291).

As with infantry trenches, erosion has often impacted the height and depth of extant rifle pits. Care should be taken that uprooted tree falls are not misidentified as rifle pits. True pits are usually circular or oval shaped with a flat or dish-shaped bottom. Often the pits have partially filled with leaves and vegetable matter leaving a depression of one to three feet. To be eligible for inclusion in the Chattahoochee River Line Battlefield, rifle pits should be readily discernible on the landscape as a depression in the ground, often spaced in linear groups, in front of, or adjacent to, other identifiable field fortifications. At minimum, a rifle pit should be an at least 1-foot (.30 m) deep depression, rounded in shape, with a diameter of at least 3 feet (.9 m), to meet registration requirements for the Chattahoochee River Line Battlefield. In addition, to be eligible, a rifle pit should be located within the core Battlefield area determined by Butler and Bohannon (2011) (See Section G and Figure 4), not have been moved, display a relationship with surrounding topography and landmarks of the Battlefield, not have been built upon, and have several meters of space between it and modern development.

**Type: Artillery Redan**

The redan is another of Mahan's eight basic types of field fortifications, the purpose of which was to protect some point to the rear of the earthwork, usually a bridge, causeway, or ford (Mahan 1856:12; Scott 1861:297). An artillery redan consists of two parapets and a ditch that form an angle pointing towards the enemy, like an arrow, from which artillery can fire (Hess 2005; Scott 1861). The back of the redan was left open, and this entrance was called the gorge. Redans could be expediently constructed, though their open rear left them susceptible to flanking maneuvers (Mahan 1856:12). For this reason, Scott (1861:297) counsels that redans “are only suited for positions in which their extremities rest on rivers or other obstacles, so they cannot be turned.” At the Chattahoochee River Line Battlefield, and



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number F Page 30

elsewhere in the Atlanta campaign, both Union and Confederate troops often overcame this weakness by combining redans with supporting trenchlines.

As with infantry trenches, the height and thickness of a redan's parapets depended on siting and the type of gun that the enemy was expected to use against the defenders. They were often constructed with aboveground breastworks from which the artillery could safely fire at the enemy. Confederate General Shoup designed his system of artillery redans combined with infantry redoubts to create a unique defensive line like no other in the Civil War. The Chattahoochee Line had V-shaped artillery redans that featured two guns each- while, larger "anchor" redans had as many as seven guns.

It should be noted that extant redans sometimes have a slightly curved appearance, perhaps due to the effects of erosion. Sometimes the appearance was intentional- troops combined the shape of a classic V- shaped redan with a closely related field fortification type termed a lunette. Technically, a lunette is a redan with two additional parapets that act as flanks (Mahan 1861:12). These still had a gorge, or opening, in the rear. The addition of the flanking sides gave the men within the lunette an amount of extra protection, and the "advantages of sweeping with the fire of its flanks ground which might be badly defended by its faces" (Mahan 1861:12). A curved redan thus may represent an attempt by troops to maximize the benefits of both fortification types.

Union artillery redans were often quickly constructed on ridgetops opposite to the Confederate line. The size or shape of these artillery redans varied depending on topography and the number of guns that needed protection. The variability of these simple fortifications also points to expedient construction under difficult circumstances. Under these circumstances, the classic form mattered far less than getting much needed cover for the artillerymen. Union redans were often sited separately on prominent hilltops behind defensive lines, or were directly integrated within the fortification lines.

To be eligible for inclusion in the Chattahoochee River Line Battlefield, an artillery redan should be readily discernible on the landscape, with parapets forming two or three sides and an open rear (gorge). Remnants of embrasures, or openings, for the guns may be visible. A ditch along the outside of the parapets may also be present, and a redan could be incorporated into a trenchline or standing alone. At minimum, a redan must be at least 2 feet (.6 m) in height, have an open gorge (back), and be at least 8 feet (2.4 m) across to meet registration requirements for the Chattahoochee River Line Battlefield. Finally, redans should be located within the core Battlefield area determined by Butler and Bohannon (2011) (See Section G and Figure 4), not have been moved, display a relationship with surrounding topography and landmarks of the Battlefield, not have been built upon, and have several meters of space between it and modern development.

**Type: Shoupade (Infantry Redoubt)**

Redoubts are another of Mahan's eight basic field fortification types, and consist of any enclosed polygon (Mahan 1856:12). Often redoubts were simply an enclosed square, "used to fortify a position which can be attacked on all sides" (Mahan 1856:12). However, redoubts could be any polygonal shape, and conform to the shape of ridges, hills, or other landforms (Scott 1861). As with infantry trenches and

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number F Page 31

artillery redans, the basic components of redoubts include earthen parapet, a ditch on the outside, and some form of breastwork for protecting gunners or riflemen.

Shoupades, named for their inventor Confederate Brigadier General Francis Asbury Shoup, were a unique type of infantry redoubt, as they were designed as an enclosed polygon. They had a diamond, or "arrowhead" shape, with exaggerated salients that faced towards the enemy, and shorter rear walls enclosed in the rear. Shoupades are entirely unique to the Chattahoochee River Line Battlefield. These distinctively shaped infantry redoubts, and the whole Chattahoochee River Line defensive system, was designed by General Francis A. Shoup, who was given the opportunity to construct the defense line in 1864 under orders from General Joseph Johnston.

Years after the war, Shoup wrote an article for *Confederate Veteran* magazine that describes the design and construction of his unique field fortification. He credited Georgia Militia General Gustavis W. Smith with coining the term "Shoupades" (Shoup 1895:263). In period accounts, they were simply referred to as infantry "redoubts." Shoup (1895:263) also presented sketches (Figure 5) of them and stated:

"The nature of the line was quite novel. It was not a system of earth works, but a line of detached log redoubts packed with earth. They were entirely enclosed, of this form in ground plan, each intended to be defended by one company of about eighty men. They were nearly perpendicular on the outer faces, ten or twelve feet in height, and the front faces about twelve feet thick, while the backs were only five or six feet through. The front faces were finished at the top with parapets. They were built of logs ten inches to a foot thick, and carefully packed in with earth."

In addition to the thickness and height measurements provided by Shoup, modern scholars report that the front walls of Shoupades were uniformly forty-two feet long while the rear walls measured twenty-two feet (Scaife and Erquitt 1992:32). General Shoup claimed that the redoubts, if defended by a determined garrison, could not be taken by assault (Shoup 1895:263). The Shoupade redoubts were laid out on key terrain in a sawtooth pattern, dispersed with V shaped artillery redans containing two guns each. The pattern thus created interlocking fields of fire (Figure 6). In this way, the integrated system of alternating Shoupades and artillery redans protected each other's salients, with overlapping fields of fire.

General Shoup stated that the earth and timber redoubts were "proof against field guns at long range," but it was evident that close range artillery fire remained a threat. As a counter-measure, Shoup stated, "It was intended that they should be protected by face covers, built in the same way, so that artillery would have been powerless against them (Shoup 1895:263). Enemy artillery fire was such a concern that some of division commander General Patrick Cleburne's men complained to him that they would be "shelled out." He suggested that they could protect themselves by making a complete cover inside. Cleburne told Shoup that the men immediately "caught at the suggestion" and that General Cleburne "then showed me how they had laid long logs across from one parapet to the other, inside and thrown earth upon them, making a thorough cover against shells (Shoupe 1895:264). The log and dirt covers would have transformed each Shoupade into a unique form of fortified bombproof. In a circular dated

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number F Page 32

July 7, 1864 to "officers commanding the redoubts," instructions were relayed how to construct these bombproofs (Mason 1864). The instructions explained how to construct these interior shell-proofs and face covers if subjected to heavy artillery fire. It is unknown how many Shoupades were modified in this manner.

To be eligible, a Shoupade should be readily discernible on the landscape in the diamond shape displayed in Figure 5. In general, Shoupades will have front walls that are approximately 42 feet long (12.8 meters) and rear walls that are about 22 feet (6.7 meters) long. A ditch along the outside of the parapets may also be visible, and the Shoupade could be incorporated into a trenchline or standing alone. At minimum, a Shoupade must be diamond-shaped, at least 36 feet (11 m) wide, 40 feet (12 m) long, and rise 2 feet (.6 m) from the ground to meet registration requirements for the Chattahoochee River Line Battlefield. Last, the Shoupade should be located within the core Battlefield area determined by Butler and Bohannon (2011) (See Section G and Figure 4), not have been moved, display a relationship with surrounding topography and landmarks of the Battlefield, not have been built upon, and have several meters of space between it and modern development.



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   G   Page   33  

**G. Geographical Data**

The Chattahoochee River Line Battlefield extends across Cobb and Fulton counties, Georgia. Previously, the National Park Service (NPS) created quadrangle maps of the Chattahoochee River Line Battlefield to accompany the 1993 Civil War Sites Advisory Commission (CWSAC) *Report on the Nation's Battlefields*. The Atlanta campaign study area battlefield boundaries delineated by the NPS/CWSAC were well researched and accurately defined. However, these maps are unusual in that the boundaries shown do not distinguish between the "study" and the "core" area. Recent research and analysis by Butler and Bohannon (2011) defined a smaller and more compact core battlefield boundary, which excludes extraneous features, like troop approaches, which were included in the 1993 SCWAC maps. For the purpose of this multiple property listing, the boundary of the Chattahoochee River Line Battlefield will be defined by the most recent core battlefield boundary identified in Butler and Bohannon (2011), which includes the entire Chattahoochee River Line, and the positions taken up by the Union and Confederate forces during the Battle. This core area is illustrated in Figure 4. Geographic Information Systems (GIS) shapefiles for the Chattahoochee River Line Battlefield, including boundary and field fortification locational data, can be provided to qualified individuals upon request to Brockington and Associates' Atlanta office.

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   H   Page   34  

**H. Summary of Identification and Evaluation Methods**

The multiple property listing of the Chattahoochee River Line Battlefield in Cobb and Fulton counties, Georgia, is based upon previous surveys and studies. Brockington and Associates Butler and Bohannon (2011) completed an archaeological fieldwork and Geographic Information Systems (GIS) analysis of the Chattahoochee River Line Battlefield in July 2010. This included archeological fieldwork and Global Positioning System (GPS) mapping within two tracts owned by Cobb County. Mr. Scott Butler served as Principal Investigator and Field Director for the study, and was present during all fieldwork phases. Scott Butler and James Page completed the metal detector survey; Mr. Page conducted the GPS field mapping. Dr. Keith Bohannon served as historian and visited during the fieldwork. Ms. Cameron Sexton served as GIS specialist and visited to observe the earthwork features. Ms. Roberta Cook of the River Line Historic Area was present during 14-15 October 2010 and guided us to a number of key defining battlefield features outside the Cobb County-owned tracts.

The battlefield investigation began with archival research. Priority was given to reviewing first-person sources and primary accounts, especially those not used repeatedly in other secondary histories; however, secondary sources were also utilized. The Brockington team examined numerous historic maps and the Wilbur Kurtz collection at the Atlanta History Center. Wilbur Kurtz was a prominent Atlanta historian who completed extensive field research on Atlanta campaign Civil War battlefields in the 1930s-1950s. Other libraries that were examined include the Hargrett Rare Book and Manuscript Library, at the University of Georgia in Athens; Georgia State Archeological Site Files, Athens; Georgia State Archives, Atlanta; and the National Archives, Southeast Regional Center, Atlanta. Dr. Keith Bohannon, project historian, searched his extensive files and library of the Atlanta campaign. We used the primary and secondary sources to develop a historic context for evaluating the battlefield during the field investigations.

Several surveys and studies of the Chattahoochee River Line, which were completed prior to Brockington's inventory and analysis, were consulted and integrated into the most recent investigation. In 1972 in the core battlefield were recorded as archeological Site 9CO26 (see NRHP nomination for Johnston's River Line). The archeological survey was conducted by Georgia State College archeologist Roy S. Dickens, prior to a federally funded Oakdale Road extension by the Georgia Department of Transportation (GDOT). This segment contained a well-preserved Confederate infantry trenchline segment, two Shoupades, and a Confederate redans. All these surface features were components of the Chattahoochee River Line extension Shoup was ordered to build to protect the pontoon bridge at Turners Ferry. This segment of Confederate earthworks was listed on the NRHP in 1973 as "Johnston's Line." No inventory or specific mention was given to the rest of the Chattahoochee River Line past Oakdale Road. It is apparent the NRHP listing delayed construction of the GDOT Oakdale Road extension project, which was likely its intended effect.

Well-known Atlanta-area relic hunter, Tom Dickey, wrote a "Do-It-Yourself Tour" of Johnston's River Line in the March/April 1975 issue of *A Brown's Guide to Georgia*. Tom Dickey's father had owned the southern end of the River Line (the land today owned by Cobb County), and Mr. Dickey stated that his

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   H   Page   35  

introduction to Civil War relic collecting occurred on this property as a child in the 1930s, and later in the 1940s found his first artillery shells here with an Army surplus mine detector (Dickey 1975:75).

Southeastern Archeological Services, Inc. conducted an archeological reconnaissance survey in 1987 at a 720-acre parcel located between US 78/278-Bankhead Highway and the Chattahoochee River within the core battlefield. The survey was conducted in anticipation of industrial development by Bessemer Properties, Inc. (Braley 1987). The investigation included mapping of some 1120 feet of Confederate earthworks, documentation of other Federal earthworks, judgmental shovel test excavation, and a brief metal detector survey in a limited block area. Cut nails and several lead minie bullets were recovered with the metal detector. Four small prehistoric Woodland/ Mississippian lithic scatters were also recorded during this investigation.

In 1992, William R. Scaife published *The Chattahoochee River Line: An American Maginot* (Scaife and Erquitt 1992). This book was the first study to truly recognize the unique nature of the diamond-shaped infantry redoubts (Shoupades) designed by Confederate General Francis Shoup in 1864. Scaife and Erquitt clearly explain the attributes of Shoupade construction and Shoup's interlocking field-of-fire concept. The maps in this study are particularly detailed, illustrate all Federal approach movements, and show Confederate and Federal troop locations down to the division level. In all, this reference clearly explains the significance and nature of the Confederate fortifications at the Chattahoochee River Line.

In 1992, Cobb County negotiated with Bessemer Properties and purchased "Tract A," 100 acres containing "the last remaining significant segment of Johnston's Chattahoochee River Defense Line." This tract comprised most of the earthworks on the Confederate left (9CO26), originally recorded on the NRHP in 1973. The purpose of this fee-simple purchase was long-term preservation of the surviving fortifications. The tract contained 1200 feet of infantry entrenchments, a seven-gun artillery "anchor" redan, but only one Shoupade infantry redoubt- the other Shoupade had been graded away during Bessemer tract development along the newly constructed Discovery Boulevard. Garrow & Associates (Fryman 1993) subsequently completed an archeological field reconnaissance and inventory mapping of these same earthworks for the Cobb County Department of Transportation

In 1994, Brockington and Associates (Scott Butler) and William Scaife contracted with Cobb County to conduct planning and mapping at the 100-acre tract as part of a strategic planning initiative to determine the best use for the property. No archeological investigations were conducted as part of that study. In 1995, a two gun Union battery within the 14-acre Cobb County owned "Tract B" was recorded by New South Associates as 9CO79. "Tract B" was adjacent to (south of) "Tract A," and these two tracts form the current 114-acre Cobb County owned Discovery Boulevard project tract. The 9CO79 Union gun earthworks are located on a hill at the southwestern corner of the confluence of Nickajack Creek and the Chattahoochee River. Artifacts collected from this site included "bullets, shrapnel, and historic metal."

In 2004, Webb and Associates (Jordan 2004) revisited a portion of 9CO26 during a commercial real estate development project for Wieland Homes. They noted that two earthworks (outside the Cobb owned tract) had been previously destroyed by grading. In 2005, Webb and Associates (Jordan 2005)



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   H   Page   36  

conducted an archeological reconnaissance at a Henderson Road property and recorded three sites (9CO700, 9CO701, 9CO702). Site 9CO700 is a Federal artillery redan and associated earthworks; Site 9CO701 represents a twentieth-century house site; 9CO702 is a well-preserved Federal trench segment. The archeological investigation was conducted in anticipation of a residential/commercial real estate development, though Cobb County subsequently purchased two tracts totaling about 21 acres to preserve the Civil War earthworks.

The Atlanta Campaign is well documented in numerous volumes though less focus was given to flanking actions such as that at the Chattahoochee River Line. Scaife and Erquitt's (1992) work is particularly relevant and the Brockington team used this reference, particularly its maps, throughout the study. In Brockington's historic context, an effort was made to build upon the body of knowledge from earlier scholars, and to include previously unpublished first-hand reports and subsequent accounts written by the actual battle participants.

GIS was integral to the most recent study. By using this software, Brockington specialists were able to fix known points of relevant historic maps and aerial photographs to georeference, or "rubber sheet" them onto the modern ones. These data were used to identify locations of earthworks, troop movements, key battlefield features, and to determine adverse impacts by modern development. The National Park Service (NPS) quadrangle maps showing the Chattahoochee River Line Battlefield were scanned as a separate GIS data layer. These maps were created to accompany the 1993 Civil War Sites Advisory Commission (CWSAC) *Report on the Nation's Battlefields*. It is the belief of the Brockington team that the Atlanta campaign core battlefield boundaries delineated by the NPS/CWSAC were well researched and accurately defined. Regardless, Brockington used information from the KOCO analysis to determine if the CWSAC core boundaries are accurate.

The sum total of these multiple lines of inquiry and study are the historic contexts, associated property types, and geographical data presented in this amended National Register nomination. Brockington and Associates believes that this nomination offers persuasive evidence that the Chattahoochee River Line Battlefield should be listed as a multiple resource on the National Register, which will allow for the inclusion of all the significant Confederate and Federal Civil War earthworks that are currently known within the battlefield. Also, a multiple resource listing will permit the addition of any earthworks that are documented in the future and found to contribute to the Chattahoochee River Line Battlefield.

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   I   Page   37  

**I. Major Bibliographic References**

Andrus, Patrick W.

1999 *Guidelines for Identifying, Evaluating, and Registering America's Historic Battlefields*. National Park Service, National Register of Historic Places, History and Education, Washington, D.C.

Belknap, William W.

1887 *History of the Fifteenth Regiment, Iowa Veteran Volunteer Infantry*. R.G. Ogden & Son, Printers, Keokuk, Iowa.

Board of Commissioners

1890 *Minnesota in the Civil and Indian Wars, 1861-1865*. 2 vols. Pioneer Printing Company, St. Paul, Minnesota.

Bragg, William H.

1987 *Joe Brown's Army The Georgia State Line, 1862-1865*. Mercer University Press, Macon, Georgia.

Bragg, William H., and William R. Scaife

2004 *Joe Brown's Pets The Georgia Militia 1861-1865*. Mercer University Press, Macon, Georgia.

Braley, Chad O.

1987 *A Preliminary Archeological Survey of the Discovery Tract, Cobb County, Georgia*. Southeastern Archeological Services, Inc. Athens, Georgia.

Brown, Norman D. (editor)

1980 *One of Cleburne's Command, The Civil War Reminiscences and Diary of Capt. Samuel T. Foster, Granbury's Texas Brigade, CSA*. University of Texas Press, Austin and London.

Butler, Scott, and Keith S. Bohannon

2011 *Archeology Inventory and GIS Analysis for the Chattahoochee River Line Battlefield, July 5-10, 1864, Cobb County, Georgia*. Submitted to the National Park Service American Battlefield Protection Program by Brockington and Associates, Norcross, Georgia, under Grant No. 2255-09-013.

Castel, Albert

1992 *Decision in the West, the Atlanta Campaign of 1864*. University Press of Kansas, Lawrence, Kansas.

Cheatham, B.F.

1864 Melancthon Smith Journal of Campaign from Dalton to Atlanta, Benjamin F. Cheatham Papers, Microfilm Accession Number 751, Tennessee State Library and Archives, Nashville, Tennessee.

Christie, William

1864 Letter to Alexander Christie, James Christie Papers, Minnesota Historical Society Library.

Civil War Sites Advisory Commission [CWSAC]

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   1   Page   38  

1993 *Report on the Nation's Civil War Battlefields*. National Park Service, Washington, D.C.

Confederate State of America

1862-1864 Engineer Bureau Records, Chapter III, Volume 7, Department Register of Letters Received, 1862-1864, Record Group 109, National Archives, Washington D.C.

Crittenden, John

1864 Letter to Bettie (wife), July 7. John Crittenden Papers, Center for American History, University of Texas at Austin, Austin, Texas.

Daniel, Larry

1984 *Cannoneers in Gray: The Field Artillery of the Army of Tennessee, 1861-1865* University of Alabama Press, University, Alabama.

Davis, George B., Lesley J. Perry, and Joseph W. Kirkley (editors)

1891-1895 *The Official Military Atlas of the Civil War*. Government Printing Office, Washington D.C.

Davis, Jefferson

1958 *Rise and Fall of the Confederate Government*, 2 volumes. reprint, Thomas Yoseloff, New York and London.

Davis, Stephen

2001 *Atlanta Will Fall Sherman, Joe Johnston and the Yankee Heavy Battalions*. Scholarly Resources Inc., Wilmington, Delaware.

Davis, William C. (editor)

1995 *The Confederate General*, 5 volumes. National Historical Society, Harrisburg, Pennsylvania.

Dickey, Thomas,

1975 Johnston's River Line. *Brown's Guide to Georgia*. 3, No. 2: 24-29.

Dodge, J. T., and H. H. Ruger

1874 Map IV illustrating the Military Operations of the Atlanta Campaign Map Collection, Pocket 4, Folder 3, Park Library, Kennesaw Mountain National Battlefield Park, Marietta, Georgia.

Dodson, W. C.

1899 *Campaigns of Wheeler and His Cavalry, 1862-1865*. Hudgins Publishing Company, Atlanta, Georgia.

Douglas, Lucia R. (editor)

1966 *Douglas's Texas Battery, CSA*. Smith County Historical Society, Tyler, Texas.

Form No. 22, The Confederate States to James R. Howard

1864 Receipt for money given to James R. Howard for wagon hire to transport negroes from Sparta, Georgia to Mayfield, Georgia. Item 143, Historical Collectibles Auction Catalog, June 19, 2003.

Franklin, Ann Y. (editor)



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number I Page 39

1996 The Civil War Diaries of Capt. Alfred Tyler Fielder, 12<sup>th</sup> Tennessee Regiment Infantry, privately printed by author, Louisville, Kentucky.

Fryman, Robert J.

1993 *Mapping and Archeological Reconnaissance of Johnston's Chattahoochee River Defense Line, Cobb County, Georgia*. Garrow & Associates, Inc. Atlanta, Georgia.

Greenwood Papers

1864 Joe Duggan letter to Moses Greenwood, July 3. Moses Greenwood Papers, Historic New Orleans Collections, Williams Research Center, New Orleans, Louisiana.

1864 William Palfrey letters to Moses Greenwood, July 6, July 18. Moses Greenwood Papers, Historic New Orleans Collection, Williams Research Center, New Orleans, Louisiana.

Gottschalk, Phil

1991 *In Deadly Earnest The Missouri Brigade*. Columbia River Press Inc., Columbia, Missouri.

Hafendorfer, Kenneth A. (editor)

2003 *Civil War Journal of William L. Trask*. KH Press, Louisville, Kentucky.

Hammond, John H.

1864 Letters in Special Collections, Georgia College and State University, Milledgeville, Georgia.

Henderson, Jesse L.

1864 Diary in Special Collections, University of Mississippi, Oxford, Mississippi.

Hess, Earl J.

2005 *Field Armies and Fortifications in the Civil War: The Eastern Campaigns 1861-1864*. The University of North Carolina Press, Chapel Hill, North Carolina.

2009 *In The Trenches at Petersburg*. University of North Carolina Press, Chapel Hill and London.

Hewett, Janet B., (editor)

1996 *Supplement to the Official Records*. Broadfoot Publishing Company, Wilmington, North Carolina.

Hughes, Nathaniel C. Jr.

1995 *The Civil War Memoir of Philip Daingerfield Stephenson, D.D.* UCA Press, Conway, Arkansas.

Johnston, Joseph E.

1959 *Narrative of Military Operations* reprint, Indiana University Press, Bloomington, Indiana.

Jordan, Fleming

1864 Letter dated July 9 in Fleming Jordan Papers, Accession #826, Special Collections, University of Georgia Library, Athens, Georgia.

Jordan, William R.

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number   I   Page   40  

2005 *Archaeological Field Reconnaissance 15.235-Acre Belmont Estates Development Tract, Cobb County, Georgia*. Submitted to Planners and Engineers Collaborative, Norcross, Georgia by R. W. Webb and Associates, Holly Springs Georgia.

Joslyn, Muriel P. (editor)

1996 *Charlotte's Boys Civil War Letters of the Branch Family of Savannah*. Rockbridge Publishing Company, Berryville, Virginia.

Kerr, Homer L. (editor)

1976 *Fighting With Ross' Texas Cavalry Brigade, C.S.A.* Hill Junior College Press, Hillsboro, Texas.

Levings, Edwin D.

1864 Letters of Private Edwin D. Levings, Company A, 12<sup>th</sup> Wisconsin Infantry, Electronic document, <http://www.rootsweb.ancestry.com/~wipierce/cwletters.txt>, Accessed August 24, 2010.

Little, George, and James R. Maxwell,

1905 *A History of Lumsden's Battery C.S.A.* Robert E. Rodes Chapter, U.D.C., Tuscaloosa, Alabama.

Mackall, William W.

1864 Letters in W.W. Mackall Papers, University of North Carolina at Chapel Hill

Mahan, Dennis Hart

1856 *A Treatise on Field Fortification, Containing Instructions on the Methods of Laying Out, Constructing, Defending, and Attacking Intrenchments, with the General Outlines also of the Arrangement, the Attack and Defence of Permanent Fortifications*. John Wiley, New York.

Marshall, Elizabeth H.

1959 Watch on the Chattahoochee: A Letter. *The Georgia Historical Quarterly* 43: 427-428.

Mason, A. P.

1864 Head-Quarters Army of Tennessee "Circular" dated July 7. GLC # 05987.43, Gilder-Lehrman Institute of American History, New York City, New York.

Mathews, Joseph William

1864 Diary in Mathews Family Papers, Accession # 5240, University of Virginia Library, Charlottesville, Virginia.

Mathis, Ray (editor)

1981 *Land of the Living Wartime Letters by Confederates from the Chattahoochee Valley of Alabama and Georgia*. Troy State University Press, Troy, Alabama.

McDonald, Granville B.

1916 *A History of the 31<sup>st</sup> Illinois Veteran Volunteer Regiment of Infantry*. Sparta News, Sparta, Illinois.

McMurry, Richard M.

2000 *Atlanta 1864 Last Chance for the Confederacy*. University of Nebraska Press, Lincoln, Nebraska.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

|  |
|--|
| N/A, Cover document                      |
| Name of Property                         |
| Cobb and Fulton Counties, Georgia        |
| County and State                         |
| Chattahoochee River Line Battlefield     |
| Name of multiple listing (if applicable) |

Section number I Page 41

Morris, William S.

1902 *History 31<sup>st</sup> Regiment Illinois Volunteers organized by John A. Logan*. Keller Printing and Publishing Company, Evansville, Illinois

National Park Service [NPS]

1991 *How to Apply the National Register Criteria for Evaluation, National Register Bulletin 15*. National Park Service, National Register of Historic Places, Washington, D.C.

Norrell, William O.

1988 William O. Norrell Co. B, 63 Ga. Regt. Vols Diary in *Journal of Confederate History*, 1, No. 1, 49-79.

Osborn, George C.

1943 Notes and Documents, Civil War Letters of Robert W. Banks: Atlanta Campaign in *Georgia Historical Quarterly* 23: 208-216.

Rand, Joseph M.

1864 Diary in Joseph M. Rand Papers, Mississippi Department of Archives and History, Jackson, Mississippi.

*Register of the Officers and Cadets of the U.S. Military Academy 1855.*

1855 U.S. Military Academy, West Point, New York.

*Reminiscences of the Civil War from Diaries of Members of the 103d Illinois Volunteer Infantry*

1904 J.F. Learning & Co., Chicago, Illinois.

Reynolds, Daniel H.

1864 Diary in Special Collections, University of Arkansas, Fayetteville, Arkansas.

Rood, Hosea W.

1893 *Story of the service of Company E, and of the Twelfth Wisconsin Regiment* n.p.

Ross, Emmett

1864 Diary in Emmett Ross Papers, #45, Special Collections, Mitchell Memorial Library, Mississippi State University, Mississippi State, Mississippi.

Scaife, William R., and William Erquitt

1992 *The Chattahoochee River Line An American Maginot*. Privately printed by the authors, Atlanta, Georgia.

Scott, Henry Lee

1861 *Military Dictionary: Comprising Technical Definitions; Information on Raising and Keeping Troops, Actual Service Including Makeshifts and Improved Materiel; and Law Government, Regulation, and Administration Related to Land Forces*. D. Van Nostrand, New York, New York.

Shadow

1864 Our Army Correspondence, Letter from Gen. Johnston's Army. *Mobile Advertiser and Register*, 28 June and 7 July. Mobile, Alabama.



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

N/A, Cover document

Name of Property

Cobb and Fulton Counties, Georgia

County and State

Chattahoochee River Line Battlefield

Name of multiple listing (if applicable)

Section number I Page 42

Sherman, William T.

1957 *Memoirs of General William T. Sherman* reprint: Indiana University Press, Bloomington, Indiana.

Shoup, Francis A.

1864 Letter to Hypolodite Oladowski, July 4. Compiled Service Records of Confederate General and Staff Officers, M 331, National Archives, Washington D.C.

Shoup, Francis A.

1895 Dalton Campaign- Works At Chattahoochee River- Interesting History. *Confederate Veteran* 3, No. 9: 262-264.

Simpson, Brooks, and Jean Berlin (editors)

1999 *Sherman's Civil War: Selected Correspondence of William T. Sherman, 1860-1865*. University of North Carolina Press, Chapel Hill, North Carolina.

Smith, Gustavus W.

1956 The Georgia Militia About Atlanta in *Battles and Leaders of the Civil War*, Robert U. Johnson and Clarence C. Buel., (editors), 4 vols., Vol 4, pp. 331-335. Thomas Yoseloff, New York and London.

Smith, Ron (editor)

n.d. My Story, Memoir of William R. Jennings inserted in The Civil War Diaries of Mifflin Jennings 11<sup>th</sup> Iowa Infantry, Electronic document, <http://www.rootsweb.ancestry.com/~ialcgs.mifflinj.htm>, accessed August 20, 2010.

Taylor, F. Jay (editor)

1959 *Reluctant Rebel The Secret Diary of Robert Patrick 1861-1865* Louisiana State University Press, Baton Rouge, Louisiana and London.

Tower, R. Lockwood (editor)

1983 *A Carolinian Goes to War The Civil War Narrative of Arthur Middleton Manigault*. University of South Carolina Press, Columbia, South Carolina.

U.S. War Department

1880-1901 *The War of the Rebellion: A Compilation of the Official Reports of the Union and Confederate Armies*, 127 volumes, index, and atlas. Government Printing Office, Washington D.C.

Willett, Elbert D.

1902 *History of Company B (Originally Pickens Planters) 40<sup>th</sup> Alabama Regiment, Confederate States Army*. Norwood, Anniston, Alabama.

Wright, Henry H.

1923 *A History of the Sixth Iowa Infantry*. State Historical Society of Iowa, Iowa City, Iowa.



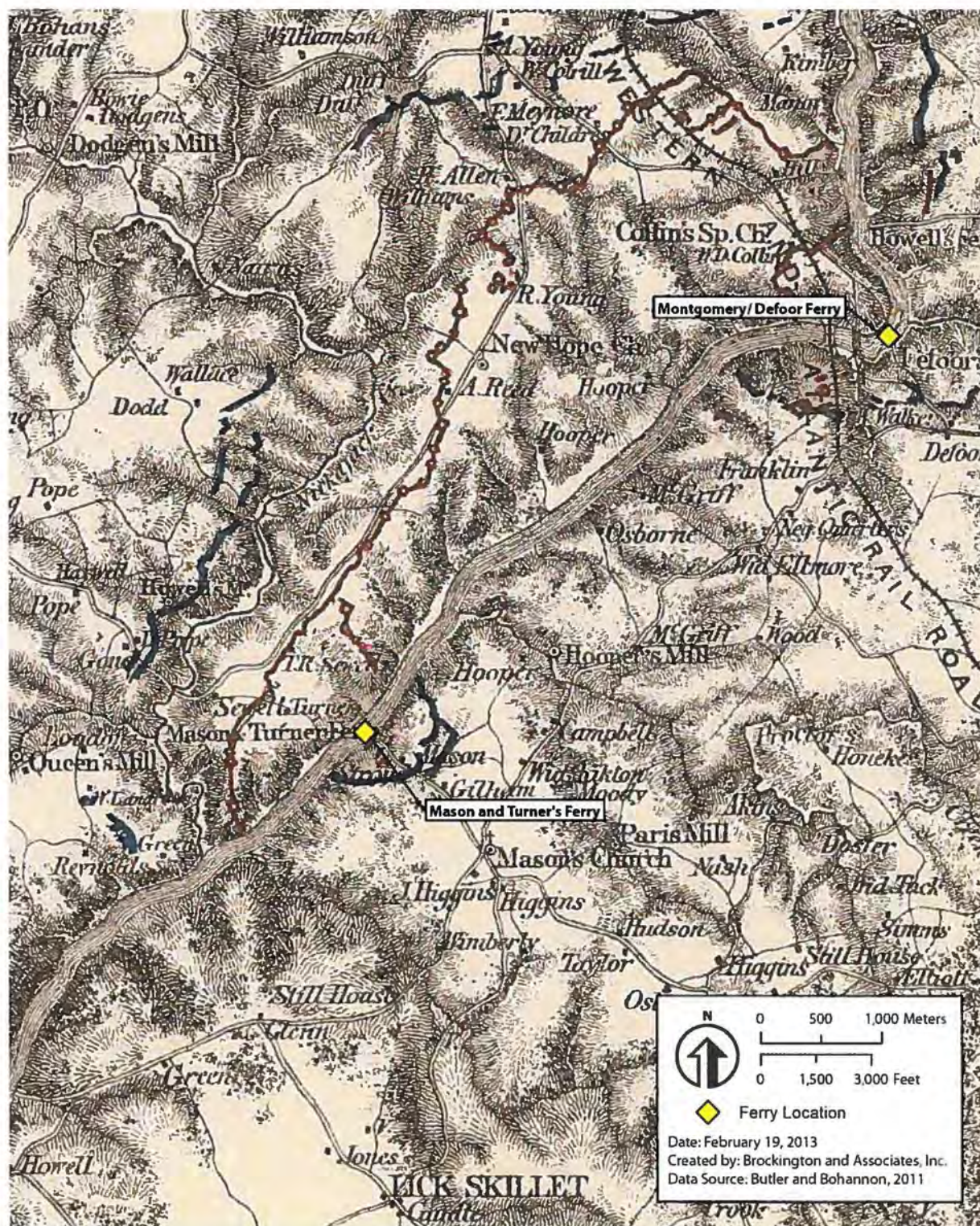


Figure 1. 1874 Dodge-Ruger Map showing the Confederate fortifications of the Chattahoochee River Line in red, Union fortifications in blue, and the location of important ferry crossings.



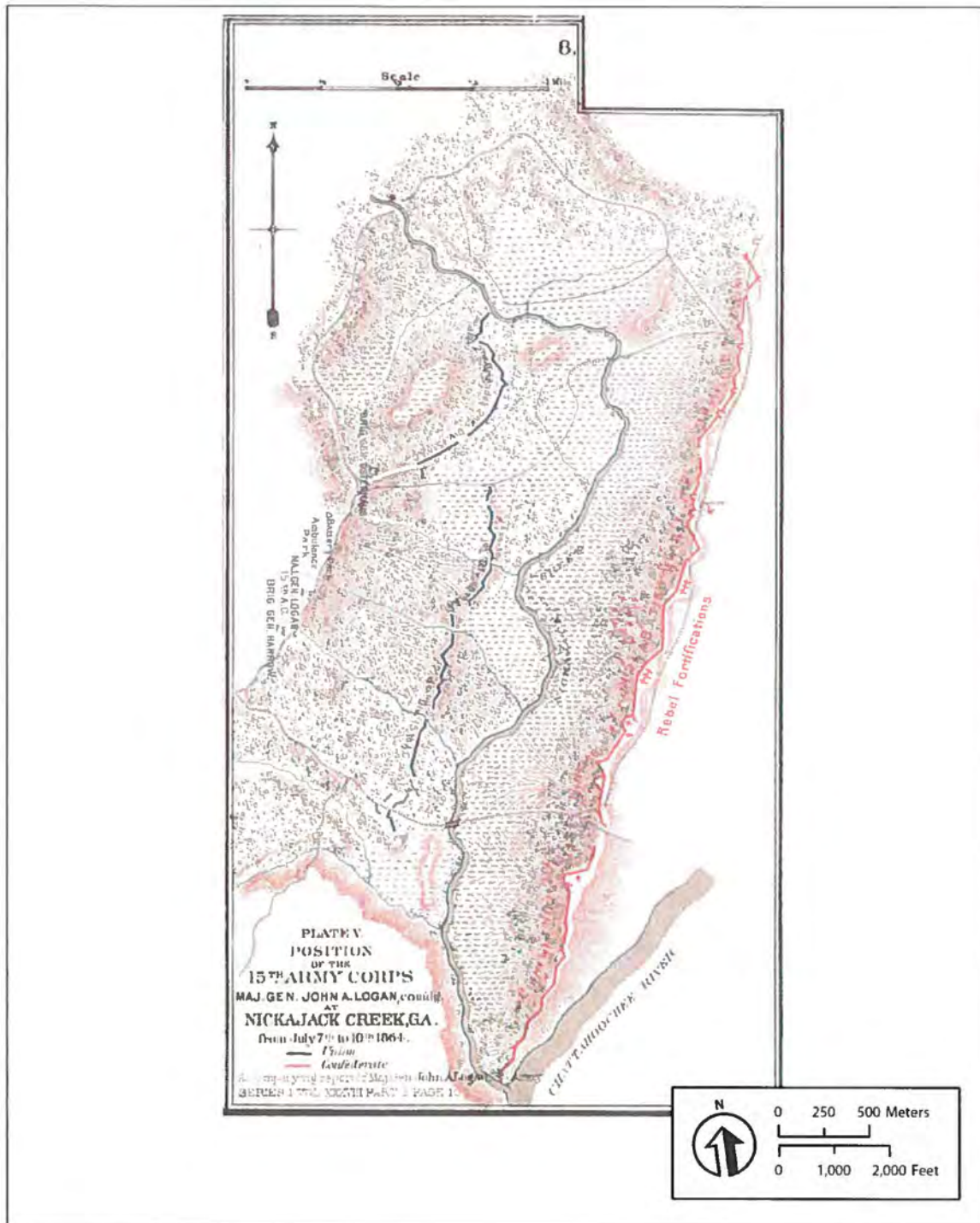


Figure 2. Position of the 15<sup>th</sup> Army Corps at Nickajack Creek, GA., from July 7<sup>th</sup> to 10<sup>th</sup>, 1864 (Davis et al. 1983:159- Plate 59:8).



## HEAD-QUARTERS ARMY OF TENNESSEE,

July 7th, 1864.

### "CIRCULAR."

The following instructions will be carefully observed by officers in command of redoubts.

1st. **TO STRENGTHEN THE REDOUBT.**—Line the inside with heavy logs, fitting closely, taking care not to cut off the crookedness too near the work. Construct a shell proof by resting timbers on the banquettes (off set), extending across the interior. Cover with rails or small timbers, a little brush, and from six inches to a foot of earth. Can be made to shed water with a little care.

If exposed to a heavy artillery fire construct face covers by erecting a similar earth work in front of and nearly parallel to the face.

Put up substantial head-logs. About twenty yards outside of redoubt make a strong abatis surrounding it. Between this and the ditch drive or plant stakes thickly and cover with small brush.

2d. **TO STRENGTHEN STOCKADE.**—Place a single layer of heavy logs against the foot of the stockade inside and out. Cover and pack with earth. A parapet may be made inside. On the outside place a small abatis close to the stockade. The interval between the redoubt and the stockade may be closed by draw-bars.

3d. **DEFENSE.**—Each redoubt should be supplied with hand grenades, some slow-match, port-fires, and turpentine or light-balls. The slow-match should be kept burning when an assault is anticipated. Several men should be carefully instructed in the service of the grenades. The light-balls should be thrown out as far as possible to light up at night in case of an attack. Port-fires, cut in small pieces or bundles of lightwood, may be used for same purpose. About a hundred yards in front of each redoubt there should be a pile of lightwood. If the skirmishers should be driven in at night, this should be fired.

4th. **FIRING.**—The men should be instructed to direct their fire to support the contiguous redoubt rather than against the enemy approaching their own. In no case must the redoubt be abandoned.

5th. **SMOKE OPERATIONS.**—The garrison of each redoubt must repair, as far as possible, at night, the damage done during the day. If the enemy be suspected of mining, dig a deep narrow trench in the bottom of the outside ditch, to intercept the enemy's galleries. Countermine to blow them in. If the redoubt be in peril, construct new works of logs or earth in rear or on either side of the old, so that it may be abandoned.

By Order of GENERAL JOHNSTON.

A. P. MASON, Maj. & A. A. Gen'l.

Figure 3. Confederate Headquarters Circular, July 7, 1864 to "Officers in Command of Redoubts."



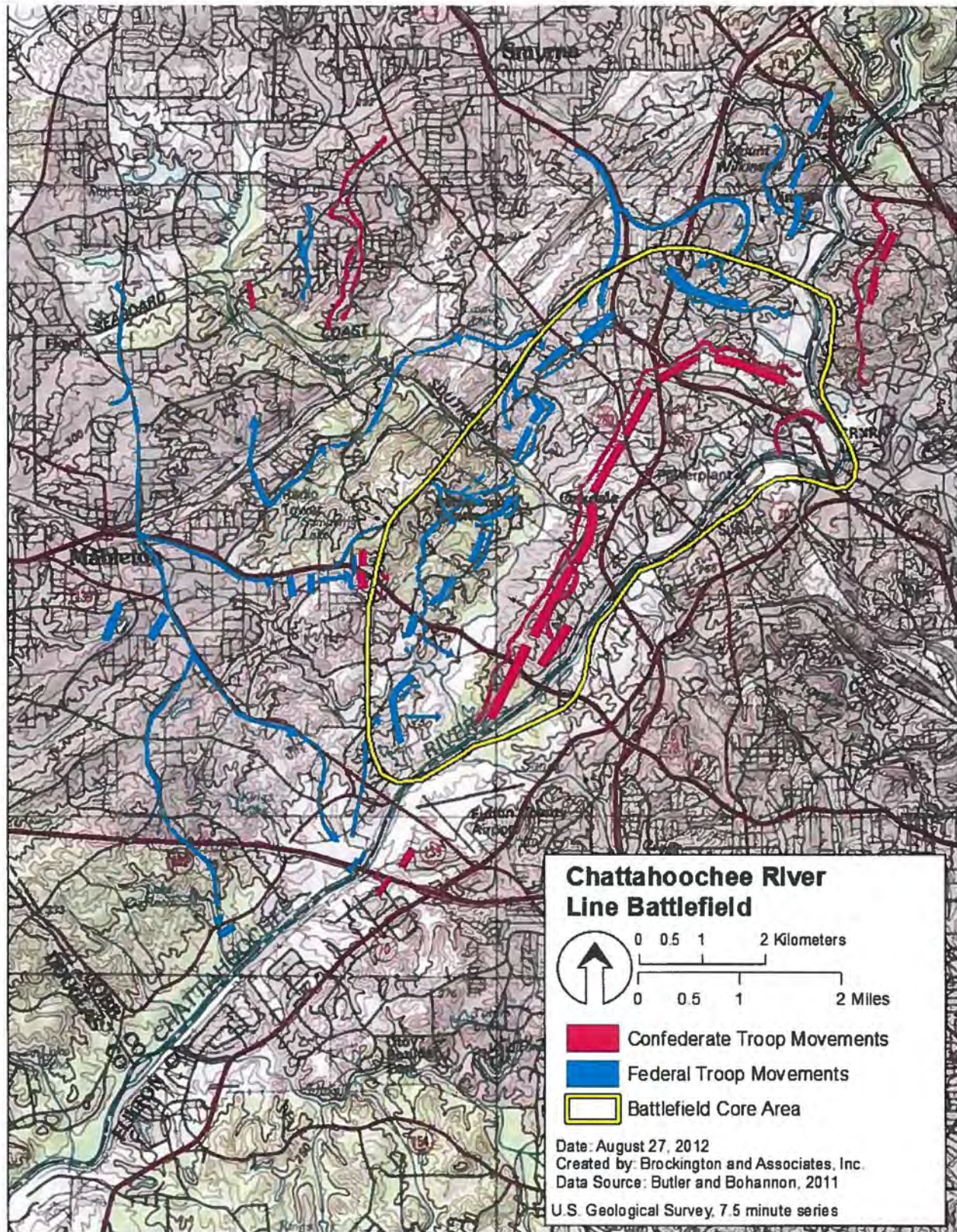


Figure 4. Chattahoochee River Line Battlefield Core Area as recommended by Brockington and Associates (Butler and Bohannon 2011).



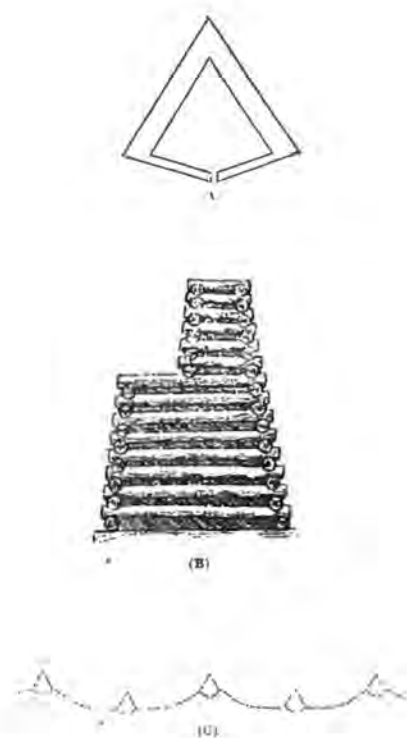
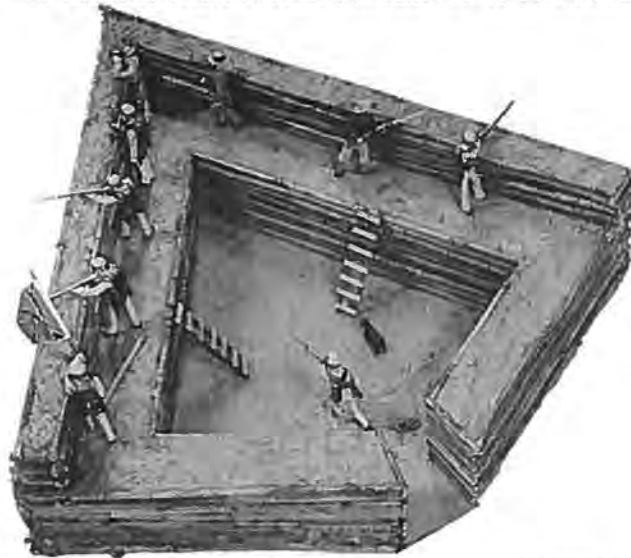


Figure 5. Sketches by Francis Shoup (1895:263) showing Shoupade (a) plan, (b) profile, and (c) placement.

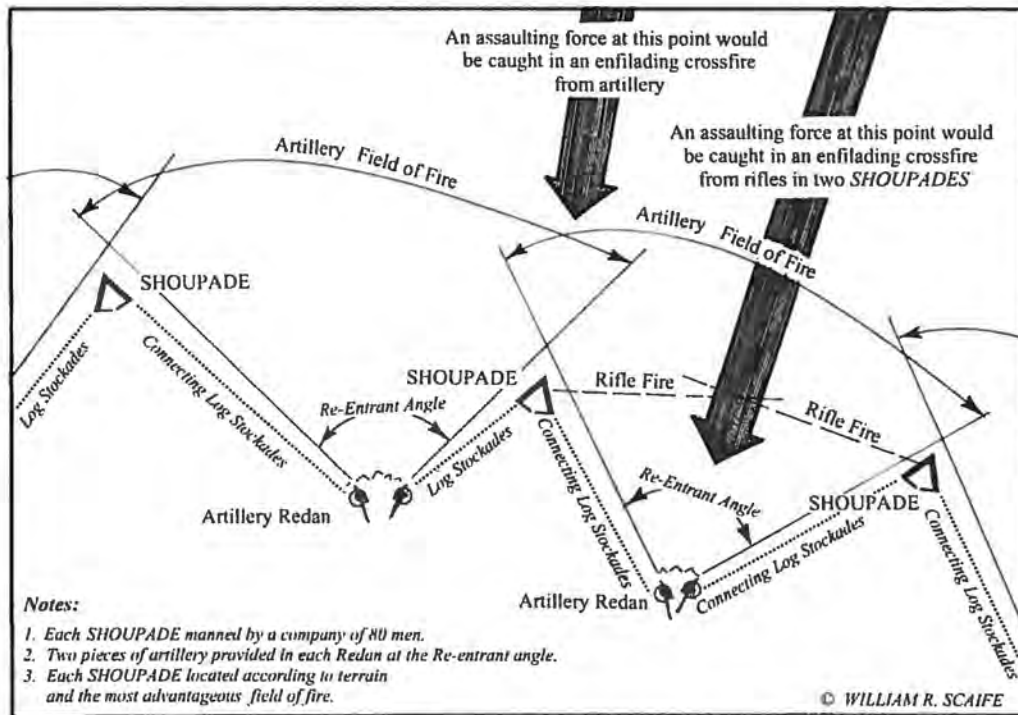


54 MILLIMETER SCALE MODEL OF A SHOUPADE



Model by William R. Scaife

Photography by Jack McInnis, Jr.



MILITARY CONCEPT OF THE RIVER LINE

Figure 6. Shoupaade model and military concept of the Chattahoochee River Line (From Scaife and Erquitt [1992:6c, 6e]).

National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: COVER DOCUMENTATION

MULTIPLE Chattahoochee River Line Battlefield MPS  
NAME:

STATE & COUNTY: GEORGIA, Cobb

DATE RECEIVED: 04/03/15

DATE OF PENDING LIST:

DATE OF 16<sup>th</sup> DAY:

DATE OF 45<sup>th</sup> DAY: 05/19/15

REFERENCE NUMBER: 64501241

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 5/18/2015 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept Cover

REVIEWER Patricia Andrus

DISCIPLINE Historian

TELEPHONE

DATE 5/18/2015

DOCUMENTATION see attsched comments Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.





# GEORGIA

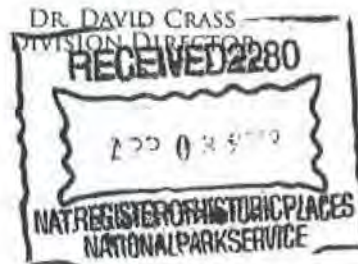
DEPARTMENT OF NATURAL RESOURCES

## HISTORIC PRESERVATION DIVISION

MARK WILLIAMS  
COMMISSIONER

March 27, 2015

J. Paul Loether  
National Park Service  
National Register of Historic Places  
1201 "I" (Eye) Street, N.W. 8th floor  
Washington, D.C. 20005



Dear Mr. Loether:

The enclosed disks contain the true and correct copies of the nominations for the **Chattahoochee River Line Battlefield Multiple Property Documentation Form, Cobb County; Johnston's River Line (Boundary Increase and Additional Documentation), Cobb County; and Union Field Fortifications at Henderson Road, Cobb County, Georgia** to the National Register of Historic Places.

- ☒ Disk of National Register of Historic Places nomination form and maps as a pdf
- ☒ Disk with digital photo images
- ☒ Physical signature page
- ☐ Original USGS topographic map(s)
- ☐ Sketch map(s)/attachment(s)
- ☐ Correspondence
- ☐ Other:

COMMENTS:

- ☐ Please insure that this nomination is reviewed
- ☐ This property has been certified under 36 CFR 67
- ☐ The enclosed owner objection(s) do ☐ do not ☐ constitute a majority of property owners.
- ☐ Special considerations:

Sincerely,

Lynn Speno  
National Register Specialist

Enclosures



Andrus, Patrick <patrick\_andrus@nps.gov>

## Fwd: Dominion S-S-W Transmission Line Proposal; Update on Historic Property Identification & Eligibility (Email 2 of 2) (UNCLASSIFIED)

1 message

Doherty, Jonathan <jonathan\_doherty@nps.gov>

Wed, May 13, 2015 at 3:06 PM

To: Paul Loether <paul\_loether@nps.gov>, Patrick Andrus <patrick\_andrus@nps.gov>

Cc: Charles Hunt <charles\_hunt@nps.gov>, Suzanne Copping <suzanne\_copping@nps.gov>, Robert Campbell <bob\_campbell@nps.gov>

Paul:

Chuck just tried to email you a version of this and the files may have been corrupted. The ones attached to this email should work. Will be in touch soon.

Jonathan L. Doherty  
Assistant Superintendent  
National Park Service Chesapeake Bay  
410 Severn Avenue, Suite 314  
Annapolis MD 21403  
410-260-2477  
[jonathan\\_doherty@nps.gov](mailto:jonathan_doherty@nps.gov)

Captain John Smith Chesapeake National Historic Trail  
Chesapeake Bay Gateways & Watertrails Network



----- Forwarded message -----

From: **Elizabeth Kostelny** <[ekostelny@preservationvirginia.org](mailto:ekostelny@preservationvirginia.org)>

Date: Tue, May 12, 2015 at 7:54 PM

Subject: Fwd: Dominion S-S-W Transmission Line Proposal; Update on Historic Property Identification & Eligibility (Email 2 of 2) (UNCLASSIFIED)

To: Jonathan Doherty <[jonathan\\_doherty@nps.gov](mailto:jonathan_doherty@nps.gov)>

Try this.

Sent from my iPhone  
Begin forwarded message:

**From:** "Steffey, Randy L NAO" <[Randy.L.Steffey@usace.army.mil](mailto:Randy.L.Steffey@usace.army.mil)>

**Date:** May 12, 2015 at 1:13:32 PM EDT

**To:** 'Pamela Goddard' <[PGoddard@npca.org](mailto:PGoddard@npca.org)>, "taskforce@savethejames.com"

<[taskforce@savethejames.com](mailto:taskforce@savethejames.com)>, "jdunn@chesapeakeconservancy.org"

<[jdunn@chesapeakeconservancy.org](mailto:jdunn@chesapeakeconservancy.org)>, "Leslie, Elaine" <[elaine\\_leslie@nps.gov](mailto:elaine_leslie@nps.gov)>, "Eggleston,

Rebecca" <[becky\\_eggleston@nps.gov](mailto:becky_eggleston@nps.gov)>, "Connolly, Jonathan" <[jonathan\\_connolly@nps.gov](mailto:jonathan_connolly@nps.gov)>,

"Geyer, Dorothy" <[dorothy\\_geyer@nps.gov](mailto:dorothy_geyer@nps.gov)>, "mike\_caldwell@nps.gov"



<mike\_caldwell@nps.gov>, "Morrison, Mary" <mary\_morrison@nps.gov>, "Charles\_hunt@nps.gov" <Charles\_hunt@nps.gov>, "joe\_dibello@nps.gov" <joe\_dibello@nps.gov>, "Halda, Bonnie" <bonnie\_halda@nps.gov>, "NPS\_NHL\_NERreview@nps.gov" <NPS\_NHL\_NERreview@nps.gov>, Maxwell Hlavin <Maxwell.Hlavin@jamescitycountyva.gov>, Liz Young <Liz.Young@jamescitycountyva.gov>, "Duncan, Mark" <MDuncan@CWF.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, Leighton Powell <leighton.powell@scenicvirginia.org>, "Robert Nieweg" <RNieweg@savingplaces.org>, "mquinan@cblaw.com" <mquinan@cblaw.com>, "Jameson Brunkow" <jbrunkow@jrava.org>, "elizabeth\_vehmeyer@nps.gov" <elizabeth\_vehmeyer@nps.gov>, James McCall <jhmccall1@gmail.com>, "Temple University Archaeology" <temple@delawaretribe.org>, Stephen Adkins <stephenradkins@aol.com>, Jack Gary <jack@poplarforest.org>, MNFowler <onthepond1@gmail.com>  
**Cc:** "Courtney R Fisher (VirginiaPower - 6)" <courtney.r.fisher@dom.com>, "Conrad, Christine" <christine.conrad@stantec.com>, "Ramsey, Dave" <dave.ramsey@stantec.com>, "Brady, Ellen" <ellen.brady@stantec.com>, "Kirchen, Roger (DHR)" <Roger.Kirchen@dhr.virginia.gov>, "Kampinen, Andrea (DHR)" <Andrea.Kampinen@dhr.virginia.gov>, John Eddins <jeddins@achp.gov>, "Walker, William T (Tom) NAO" <William.T.Walker@usace.army.mil>, "Rhodes, Lynette R NAO" <Lynette.R.Rhodes@usace.army.mil>, "Cotnoir, Audrey L NAO" <Audrey.L.Cotnoir@usace.army.mil>, "Baggett, Kimberly A NAO" <Kimberly.A.Baggett@usace.army.mil>

**Subject: RE: Dominion S-S-W Transmission Line Proposal; Update on Historic Property Identification & Eligibility (Email 2 of 2) (UNCLASSIFIED)**

Classification: UNCLASSIFIED

Caveats: NONE

Consulting Parties,

(Email 2 of 2) Please find attached, SHPO's eligibility concurrence regarding CAJO, W3R-NHT, and cultural landscapes. We have included our supporting document for informational purposes. Attachment B within the supporting document shows the Jamestown Island - Hog Island Cultural Landscape boundary that was designated.

Randy

-----Original Message-----

From: Steffey, Randy L NAO

Sent: Tuesday, May 12, 2015 12:57 PM

To: 'Pamela Goddard'; 'taskforce@savethejames.com'; 'jdunn@chesapeakeconservancy.org'; 'Leslie, Elaine'; 'Eggleston, Rebecca'; 'Connolly, Jonathan'; 'Geyer, Dorothy'; 'mike\_caldwell@nps.gov'; 'Morrison, Mary'; 'Charles\_hunt@nps.gov'; 'joe\_dibello@nps.gov'; 'Halda, Bonnie'; 'NPS\_NHL\_NERreview@nps.gov'; 'Maxwell Hlavin'; 'Liz Young'; 'Duncan, Mark'; 'Elizabeth Kostelny'; 'Leighton Powell'; 'Robert Nieweg'; 'mquinan@cblaw.com'; 'Jameson Brunkow'; 'elizabeth\_vehmeyer@nps.gov'; 'James McCall'; 'Temple University Archaeology'; 'Stephen Adkins'; 'Jack Gary'; 'MNFowler'

Cc: 'Courtney R Fisher (VirginiaPower - 6)'; 'Conrad, Christine'; 'Ramsey, Dave'; 'Brady, Ellen'; 'Kirchen, Roger (DHR)'; 'Kampinen, Andrea (DHR)'; 'John Eddins'; 'Walker, William T (Tom) NAO'; 'Rhodes, Lynette R NAO'; 'Cotnoir, Audrey L NAO'; 'Baggett, Kimberly A NAO'

Subject: Dominion S-S-W Transmission Line Proposal; Update on Historic Property Identification & Eligibility (Email 1 of 2) (UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

Consulting Parties -

Provided for everyone's information are the results of historic property identification and associated eligibility concurrence from the SHPO specific to archaeological and architectural resources. Due to file size a separate email concerning trails and landscapes will be provided to everyone shortly.



Our next step will be to begin considering effects. Stay tuned for more information relative to that process. Thank you,

Randy Steffey  
Environmental Scientist / Project Manager  
US Army Corps of Engineers - Norfolk District  
803 Front Street  
Norfolk, VA 23510

Email: [randy.l.steffey@usace.army.mil](mailto:randy.l.steffey@usace.army.mil)  
Office: (757) 201-7579  
Fax: (757)201-7678

**CUSTOMER SATISFACTION SURVEY:**

The Norfolk District is committed to providing the highest level of support to the public. In order for us to better serve you, we would appreciate you completing our Customer Satisfaction Survey located at [http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey). We value your comments and appreciate your taking the time to complete the survey.

Classification: UNCLASSIFIED  
Caveats: NONE

Classification: UNCLASSIFIED  
Caveats: NONE

---

**2 attachments**



**2011-2071\_11MAY15.pdf**  
1078K



**2015 May 7 CAJO and W3RNHT\_Landscape\_DOE.PDF**  
5485K



## COMMONWEALTH of VIRGINIA

Molly Joseph Ward  
Secretary of Natural Resources

**Department of Historic Resources**  
2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan  
Director

Tel: (804) 367-2323  
Fax: (804) 367-2391  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

May 11, 2015

Mr. Randy Steffey  
US Army Corps of Engineers  
803 Front Street  
Norfolk, VA 23510

US Army Corps of  
Engineers  
Norfolk District Regulatory  
Office  
Received by: RLS  
Date: May 11, 2015

Re: Surry-Skiffes Creek-Wheaton Proposed 500/230 kV Transmission Line and Switching Station  
Surry, Charles City, James City, and York Counties; City of Williamsburg  
DHR File No. 2011-2071

Dear Mr. Steffey:

The Virginia Department of Historic Resources (DHR) received on May 7, 2015 from the Army Corps of Engineers (Corps) the document entitled *National Register of Historic Places Eligibility of the Captain John Smith National Historic Trail, Washington-Rochambeau Revolutionary Route National Historic Trail, and Other Potentially Eligible Cultural Landscapes Within the Area of Potential Effect*. Thank you for your thoughtful consideration of these important resources.

The Corps recommends that the sections of the Captain John Smith Chesapeake National Historic Trail and Washington-Rochambeau Revolutionary Route National Historic Trail located within the Area of Potential Effects (APE) are not eligible for listing in the National Register of Historic Places. Based on the documentation provided and guidance from the Deputy Keeper of the National Register (December 22, 2014 letter to the Federal Highway Administration), DHR concurs that the trails, in their entirety within the APE are not eligible for National Register listing.

The Corps has identified a cultural landscape associated with the initial settlement of Jamestown that includes Jamestown Island, Hog Island, and their maritime approaches. This resource is bound on its southern (downstream) end by a line connecting Hog Island and Skiffes Creek and on its northern (upstream) end by the extents of the APE; however, the cultural landscape may extend further upstream. This cultural landscape is recommended by the Corps as eligible for listing in the National Register under Criteria A and D. Based on the documentation provided and guidance from the Deputy Keeper and applicable NPS National Register Bulletins, DHR concurs that the cultural landscape, as identified, is eligible for National Register listing.

These comments and those issued by DHR on May 1, 2015 recognize the Corps' completion of the identification of historic properties, as required by 36 CFR 800.4, for this undertaking. Please proceed to

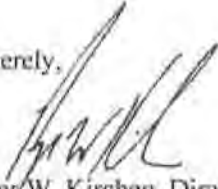
Administrative Services  
10 Courthouse Ave.  
Petersburg, VA 23803  
Tel: (804) 862-6408  
Fax: (804) 862-6196

Eastern Region Office  
2801 Kensington Avenue  
Richmond, VA 23221  
Tel: (804) 367-2323  
Fax: (804) 367-2391

Western Region Office  
962 Kime Lane  
Salem, VA 24153  
Tel: (540) 387-5443  
Fax: (540) 387-5446

Northern Region Office  
5357 Main Street  
PO Box 519  
Stephens City, VA 22655  
Tel: (540) 868-7029  
Fax: (540) 868-7033

apply the criteria of adverse effect, as codified at 36 CFR 800.5, and provide to DHR and other consulting parties the Corps' finding of effect when available. If you have any questions concerning these comments or our review of this undertaking, please do not hesitate to contact me at [roger.kirchen@dhr.virginia.gov](mailto:roger.kirchen@dhr.virginia.gov).

Sincerely,  


Roger W. Kirchen, Director  
Review and Compliance Division

Administrative Services  
10 Courthouse Ave.  
Petersburg, VA 23803  
Tel: (804) 862-6408  
Fax: (804) 862-6196

Eastern Region Office  
2801 Kensington Avenue  
Richmond, VA 23221  
Tel: (804) 367-2323  
Fax: (804) 367-2391

Western Region Office  
962 Kime Lane  
Salem, VA 24153  
Tel: (540) 387-5443  
Fax: (540) 387-5446

Northern Region Office  
5357 Main Street  
PO Box 519  
Stephens City, VA 22655  
Tel: (540) 868-7029  
Fax: (540) 868-7033





U.S. Army Corps of Engineers,  
Norfolk District Regulatory Branch  
May 7, 2015

**Dominion Virginia Power Surry-Skiffes Creek-Whealton  
Proposed 500/230kV Line  
NAO-2012-00080 / 13-V0408**

**National Register of Historic Places Eligibility of the  
Captain John Smith National Historic Trail,  
Washington-Rochambeau Revolutionary Route National Historic Trail,  
and Other Potentially Eligible Cultural Landscapes  
Within the Area of Potential Effect**

Synopsis: U.S. Army Corps of Engineers (USACE) is finalizing the identification phase of National Historic Preservation Act (NHPA) Section 106 compliance for permit consideration of the Dominion Virginia Power Surry-Skiffes Creek-Whealton Proposed 500/230kV Line.

Consulting parties including the Virginia State Historic Preservation Office (SHPO) and the National Park Service (NPS) have suggested that all or parts of the Captain John Smith National Historic Trail (CAJO) and Washington-Rochambeau Revolutionary Route National Historic Trail (W3R-NHT) are eligible for inclusion as landscapes or historic districts in the National Register of Historic Places (NRHP). In addition, the USACE considered the presence of cultural landscapes within the project Area of Potential Effect (APE), based on comments from the consulting parties and guidance from the SHPO. For the purpose of the Dominion Skiffes Creek project, the review area of the two trails is limited to the APE, which is depicted on map titled "Indirect APE Map-Architectural Resources, Dominion Virginia Power, Surry-Skiffes Creek-Whealton Proposed 500/230kV Line". The APE, in general, extends from just west of Jamestown Island, and includes portions of the James River downstream to the Pagan River near Smithfield, VA. The land based portion of the APE comprises primarily of an existing overhead utility right-of-way that extends generally from Skiffes Creek south to Hampton, Virginia.

The USACE has identified an eligible cultural landscape in the vicinity of Jamestown Island and Hog Island. For the purposes of this review, this historic site is recommended eligible under Criteria A and D. USACE finds that the CAJO and W3R-NHT trails do not meet criteria for NRHP eligibility due to the low number of documented historic properties associated with them and the compromised integrity of setting and feeling of many of the associated properties.



### **Jamestown Island-Hog Island Cultural Landscape Consideration**

Historic Context: The upstream section of the James River within the project APE was the scene of the initial English settlement in Virginia at Jamestown in 1607. English settlers, backed by the Virginia Company, explored what is now Virginia for a location in which to prosper. On May 12, 1607 a point of land at the mouth of Archer's Hope Creek (now College Creek), east of Jamestown, was examined in detail as a location for the new settlement by English explorers. Capt. Gabriel Archer recommended it as the point of settlement, but it was not possible to bring the ships close to the shore, and consequently Archer's Hope was rejected. The next day, the settlers arrived at an island in the James River and constructed James Fort on the banks of the river to protect the new settlement. The settlement became known as "Jamestown" and was the primary location of the first permanent English settlement. A secondary settlement was Hog Island, located to the southeast, across the James River.

Jamestown is currently listed on the National Register as part of the Colonial National Historical Park. Hog Island (090-0121) (was evaluated during a Phase I architectural survey conducted by Stantec Consulting Services Inc. (Stantec 2014). Stantec recommended Hog Island as eligible for listing on the National Register under Criteria A and D and USACE and VDHR concurred with this determination:

"Hog Island, a secondary settlement to Jamestown across the James River, was so named in 1608 when colonists found it an easy place to keep their hogs. The island served a dual function as it was also selected to support a fort. Documents state that a "blockhouse" was constructed on the island to "give us notice of any shipping" and was constructed from "clapboard and wainscot, and cut down trees" (Bohannon 1927:14). The manner in which communications were relayed to the fort remains a mystery as Hog Island can only be seen from Jamestown Island's extreme east end. The hogs on the island thrived and the colonies original stock of three pigs had grown to sixty by the end of 1608 (Hume 1994:232)."

Given the significance of Jamestown there is no lack of Criterion A justification for identifying the portion of the James River immediately surrounding Jamestown and Hog Island an eligible cultural landscape. This landscape meets Criterion A for its association with early exploration and settlement, including the initial settlement of Jamestown by the Virginia Company during the early 17<sup>th</sup> century, and maritime approaches and departures in and around Jamestown and Hog Island. Criterion D is also appropriate as both Jamestown and Hog Island contain archeological sites related to this early settlement. The geographic areas of the river and immediate shorelines surrounding Jamestown and Hog Island are considered part of the cultural landscape. The James River and shorelines surrounding Jamestown and Hog Island form the core area of maritime uses and explorations during the initial settlement, prior to the establishment of Jamestown as an English colony.



Integrity: In addition to documented resources, USACE also evaluated the integrity of these resources, as well as the James River and its shoreline to help determine general boundaries of the cultural landscape.

Jamestown has been protected by the National Park Service and Preservation Virginia since the 1930's. Hog Island is also protected as a Wildlife Management Area by the Virginia Department of Game and Inland Fisheries, and while the focus is wildlife management rather than "free hog range", the landscape retains the overall setting of a large area of tidal wetlands. As protected sites, these areas will maintain their historic integrity as long as the protections by Virginia and the Federal government remain in place.

Norfolk District initially used desktop GIS as an initial evaluation to assess the integrity of the area. The GIS review categorized and quantified shoreline types on the section of the James River within the APE (Attachment A). The available satellite imagery was closely examined and polyline segments following the shorelines were plotted and labeled according to the following landscape types: Forest, Marsh, Agricultural, Park, Revetment, Residential, and Industrial. Only the forest and marsh types are similar to the shoreline conditions during the 17<sup>th</sup> century.

It should be noted that the GIS mapping only considered the current landscape, not zoning or development approved by localities. For example, a 3-mile stretch of the James River in Isle of Wight County contains the subdivision known as "Lawnes Point on the James." Most of this area is shown as "forest" on the mapping, but roads and other infrastructure are in place and the land has been subdivided. Future development will change this shoreline to "residential". Another detraction from the historic character of the James River landscape within the downstream portion of the APE is the presence of the James River Reserve Fleet (JRRF), commonly called the "Ghost Fleet." According to aerial photos, as of April 2014 there were 15 vessels moored there, however, during the April 28th boat trip, nine remaining vessels were counted. The Maritime Administration is making efforts to reduce the JRRF, there seems to be no plan to permanently eliminate it.

In order to verify integrity on-site, both USACE and VDHR conducted a boat trip on April 28, 2015 along the James River beginning at the southernmost boundary of the APE continuing upstream to a point between Jamestown Island, Hog Island, and Archers Hope. In addition, both parties visited Black Point at the eastern tip of Jamestown Island on May 4, 2015. Observations made from the river and multiple points on land find many sections of the James River near Jamestown and Hog Island to retain sufficient integrity to convey the appearance of the area during the early 17<sup>th</sup> century. The maritime approaches to Jamestown and between Jamestown and Hog Island convey the feeling and association with the significant historic event of the establishment of the settlement at Jamestown. Our desktop integrity evaluation concluded the presence of large segments of shoreline impacted by modern 20<sup>th</sup> century intrusions; however many of these areas in vicinity of the Jamestown-Hog



Island area, with exception of Kings Mill and Fort Eustis, were found to be low density intrusions that become relatively lost within the overall landscape.

Boundaries: The boundaries of this cultural landscape are depicted on Attachment B. The upstream boundary of the Jamestown Island-Hog Island Cultural Landscape was not fully evaluated past Black Point and was simply tied to the upper limits of the project APE. This landscape boundary may extend further upstream, but evaluation for the purpose of this review was not warranted. However, careful consideration was given to the downstream portion of the cultural landscape boundary, which is limited to those areas directly associated with early settlement at Jamestown and Hog Island and their maritime approaches. Continuing a boundary south of Skiffes Creek was found to be outside the limits of the early settlement era and would in turn include areas that no longer retain integrity associated with the early 17<sup>th</sup> century; such as Fort Eustis and Ghost Fleet.

Summary: The USACE finds that the cultural landscape in the vicinity of Jamestown Island and Hog Island is eligible for the National Register:

- a) The cultural landscape meets criterion A, due to the significant historic events associated with early exploration and settlement at Jamestown in the early 17<sup>th</sup> Century;
- b) The cultural landscape meets criterion D, due to the presence of archeological sites related to the early settlement;
- c) This cultural landscape retains integrity and has the ability to convey its significance.

### Historic Triangle

The "Historic Triangle" has also been raised by many as a potential cultural/historic landscape. The "Historic Triangle" has no specific Section 106 designation and appears to be used primarily to advertise the area to visitors. There are no definitive boundaries, although an advertising pamphlet contains a sketch which depicts the triangle north of the proposed transmission line. While Jamestown, Colonial Williamsburg, and Yorktown Battlefield are located within the "Historic Triangle", the area also contains many residential and commercial buildings, shopping areas, hotels and condominiums for visitors, a regional airport, a railroad, schools and many other community facilities. Similar to much of the James River, the land is interspersed with both undeveloped and highly developed landscapes. The "Historic Triangle", as a whole, contains too many intrusive elements to retain integrity as a cultural landscape.

### **Captain John Smith National Historic Trail**

The Captain John Smith Chesapeake National Historic Trail (CAJO) was designated by Congress in 2006 through an amendment to Section 5(a) of the National Trails System Act (16 U.S.C. 1244(a)) and is the first nationally designated water trail under the Act. The trail route extends throughout Chesapeake Bay and tributaries explored by Smith, and was further extended into four additional rivers considered as historic components of the CAJO by the Secretary of the Interior in May 2012. The stated purpose of the CAJO, per the National Park Service (NPS) documentation, is: "The purpose of the Captain John Smith Chesapeake National Historic Trail is to commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609; to share knowledge about the American Indian societies and cultures of the seventeenth century; and to interpret the natural history of the Bay (both historic and contemporary). Complementing the Chesapeake Bay Gateways and Watertrails Network, the Trail will provide new opportunities for education, recreation, eco-tourism, and heritage tourism in the Chesapeake Bay region. Commemoration alone does not support NRHP eligibility, although commemorative properties can be eligible under criteria consideration f, "if design, age, tradition, or symbolic value has invested it with its own historical significance" (36 CFR § 60.4(f)). The CAJO extends from Suffolk, Virginia, north to Cooperstown, New York, and includes many waterways, encompassing a total of over 3,800 miles. Extensions NPS has made to the CAJO into Pennsylvania and New York go far beyond the actual voyages of Smith.

Information and Comments: In reviewing the potential eligibility of the CAJO within the APE, Norfolk District Regulatory has considered numerous comments provided by consulting parties, including the following specific comments and letters:

- June 12, 2014 letter from the Virginia Department of Historic Resources (VDHR): "Finally, although not presented in the survey report, DHR strongly recommends the Captain John Smith Chesapeake Historic Trail as NRHP eligible".
- September 18, 2014 letter from the National Park Service with specific comments on the eligibility of the CAJO.
- November 10, 2014 Stantec letter with specific comments on the eligibility of the CAJO.
- February 13, 2015 letter from the Deputy Keeper regarding CAJO.
- March 11, 2015 letter from VDHR recommending consideration of the Deputy Keeper's comments on CAJO.
- April 17, 2015 letter from the ACHP recommending consideration of the Deputy Keeper's comments on CAJO.

In addition, on December 22, 2014, the Federal Highway Administration (FHWA) requested the Keeper of the National Register of Historic Places (Keeper) to provide a determination on the CAJO. The FHWA requested the Keeper determine whether the CAJO, "can be, in and of itself, a historic property type." The Keeper was also requested to review; a) a formal determination of eligibility as to whether CAJO as a whole is eligible for the National Register be provided in accordance with the provisions



of 36 CFR, Part 63, or b) if CAJO in its entirety is determined not to be eligible, if the portion of CAJO encompassed by the Central Susquehanna Valley Transportation Project (CSV T) Area of Project Effect (APE) is eligible for listing in the National Register in accordance with these same provisions. The Deputy Keeper responded in a letter dated February 13, 2015, which concluded that the documentation made available to date was insufficient for the Deputy Keeper to evaluate the historic significance and integrity of CAJO, either in whole or part. Therefore, no determination of eligibility was provided; however, the Deputy Keeper's letter did provide some guidance regarding review of the CAJO.

One comment made by the Deputy Keeper related to the issue of natural waterways: "The National Register of Historic Places has a longstanding policy that generally (emphasis Deputy Keeper) excludes natural waterways or bodies of water that were avenues of exploration or important as determinants in the location of communities or that were significant in the locality's subsequent economic development from the definition of "sites" (which along with districts, buildings, structures or objects comprise the five statutory property types that can be listed in the National Register). To include natural waterways or bodies of water in the definition of sites per se would mean that the National register would have to include large numbers of rivers, bays, lakes and bayous, etc., that were important in the exploration and development of major portions of this country. This would not be a practicable use of the National Register and would have the potential to overwhelm the evaluation and nomination activities of states, federal agencies and tribes."

The Deputy Keeper's letter continues: "Natural landscape features (including waterways such as bays, creeks, river, lakes, wetlands, etc.) are, however, often included within the boundary of districts and sites listed in, or eligible for listing in the National Register." "Landscapes included within the boundary may be considered contributing to the significance and integrity of a district of other National Register property types if they are described and justified as such in the documentation."

The Deputy Keeper's letter also commented on properties which may be associated with waterways and used to document the significance of waterways, and the particular CAJO-related historic resources. "While recognizing the important role that many natural waterways have played in our country's history, the properties considered most appropriate to document the significance of these waterways are usually a) districts, buildings, structures or objects built or used in association with the waterways, or b) sites that are significant for important historic events related to the waterways or that provide important information about a property's defined area of significance. In its 2011 *Comprehensive Management Plan and Environmental Assessment* for CAJO, the NPS identified seven types of CAJO-related historic resources 1) Smith Voyage Stops; 2) Evocative Landscapes with view of the Trail; 3) Indigenous Cultural Landscapes; 4) 17<sup>th</sup> Century American Indian Archeological Sites; 5) Historic American Indian Town Sites; 6) Landscape Features and Cultural Sites of Significance to modern American Indian tribes; 7) Smith Cross Sites. At least some of these resources, as well as



specific portions of the trail itself, may prove eligible for listing in the National Register, either individually or as integral, character-defining features of a larger site or district."

The NPS 2011 Comprehensive Management Plan (CMP) and Environmental Assessment for the CAJO, identified the seven types of trail-related historic resources. The resources are depicted on the NPS map (Attachment C) titled, "Figure 2.7f: High Potential Historic Sites, High Potential Route Segments, and Other Trail Related Resources". The actual CAJO Waterway Trail corridor, as shown on NPS maps, is located generally in the center of the James River. The NPS provided a description of these seven types of historic resources in their letter of September 18, 2014. The NPS description of the resources, and a list of any such resources located within the APE, as determined by reviewing the NPS Figure 2.7f noted above, are included below:

- (1) – *"John Smith voyage stops: Locations where Smith and his crew stopped during the 1607-1609 Voyages:"*
  - *Four mapped Voyage Stops at Jamestown Island*
  - *An "Other Voyage Stop" at the entrance to the Pagan River near Rescue, VA (south shore) ("Other Voyage Stop" includes all other voyage stops that do not meet criteria for designation as a high potential historic site in the CMP.)*
- (2) – *"Evocative landscapes: Visible shoreline generally evocative of the seventeenth century encompassing stretches where the shoreline is relatively free from intrusion by modern development and offers visitors an opportunity to vicariously share the experience of Smith and his crew. Such shorelines are primarily composed of wetland and forest vegetation."*
  - *Four "Significant Voyage Stops within a Setting that is Highly Evocative of the 17th Century" at Jamestown Island*
  - *Visible Shoreline Generally Evocative of the 17th Century- NPS map shows numerous, scattered areas of the shoreline (in green) where GIS data indicates shoreline areas "primarily composed of forests and wetlands".*
- (3) – *"Indigenous cultural landscapes: Landscapes generally encompassing cultural and natural resources that would have likely been associated with, and supported, the historic lifestyle and settlement patterns of American Indians and that exhibited their cultural or esthetic values at the time of early European contact".*
  - *NPS map legends for indigenous cultural landscapes indicates "to be determined". The NPS maps include broad "Focus Areas": Jamestown and Powhatan Creek, Chippokes Plantation State Park and Hog Island Wildlife Management Area and Pagan River and Town of Smithfield, which include areas with "stories of American Indian cultures of the time".*
  - *NPS maps of 17<sup>th</sup> century Native American Tribes within CAJO focus areas: Paspahegh, associated with Jamestown; Quiyoughcohannock, associated with Chippokes; and Warraskoyack associated with the Pagan River and Smithfield.*

- (4) – *“Historic American Indian town sites: Historic American Indian town sites including, but not limited to, those mapped in John Smith’s Chesapeake Voyages 1607 – 1609 (Rountree et al. 2007), John Smith in the Chesapeake (Haile 2008), and others”:*
- *One mapped to the west of Jamestown Island (Mattapamient)*
  - *One mapped north of Smithfield, (Mathomauk, possibly 44IW0237- Basse’s Choice/Day’s Point)*
- (5) – *“Significant seventeenth-century American Indian archeological sites: Sites listed on the National Register of Historic Places, or determined to be eligible for listing, which offer an opportunity to tell important stories of the native peoples who lived in the Chesapeake when John Smith arrived.”*
- *One mapped to the west of Jamestown Island.*
- (6) – *“Landscape features and cultural sites of significance to modern American Indian tribes: Sites which consultation or scholarly research has documented as culturally significant to modern Chesapeake Bay tribes, having an historical connection to a 17th century tribe and in proximity to the Smith voyage route.”*
- *Indigenous Cultural Landscapes or Sites that are Culturally Significant to Modern Chesapeake Bay Tribes (NPS map-“to be determined”)*
- (7) – *“Cross sites: Twenty-five general locations in proximity to the trail where Smith’s maps indicate that he or others placed a brass cross, marking the limits of their exploration. These sites are generally known on the basis of interpretation of Smith’s maps, his journal writings, and scholarly research.”*
- *The only ‘Cross Site’ on the James River is at the falls*

Determination: A review of the information above indicates that the CAJO Trail Resources are clustered near Jamestown Island. The resources identified in the CAJO CPM located at or near Jamestown Island include four “voyage stops”, which were the beginnings and ends of the two voyages, an historic American Indian town site, and a seventeenth-century American Indian archeological site. In addition, Jamestown was a major starting and stopping point for Captain John Smith and his crew during many voyages. The voyage stops are located on Jamestown Island, which is already listed on the National Register of Historic Places. The two archeological sites located northwest of Jamestown Island are located outside the APE for direct effects, and as such, individual eligibility determinations are unnecessary for the purposes of this project.

The other trail-related resources identified by the NPS CMP are located much further downstream, at the edge of the Indirect APE near the Pagan River and Smithfield. An “Other Voyage Stop” at the entrance to the Pagan River near Rescue, VA is noted on the NPS CMP, but the NPS notes it does not meet CMP criteria for designation as a high potential historic site. One historic American Indian town site (archeological site) is also mapped north of Smithfield, however this is also located outside the APE for direct



effects, and as such, individual eligibility determinations are unnecessary for the purposes of this project.

The majority of the CAJO between Jamestown and the Pagan River, an approximate 16 mile stretch of river, is noted in the CMP as containing only "Evocative Landscapes" as trail-related historic resources. These evocative landscapes have no direct connection with the voyages of Captain John Smith and his crew, as there is no documentation that any significant events took place other than the crew sailing by these areas. Shorelines "generally evocative of the seventeenth century relatively free from intrusion by modern development" are certainly important from the standpoint of recreational use of the trail by visitors who "seek an opportunity to vicariously share the experience of Smith and his crew". However, the majority of the shoreline characterized as evocative has no documented connection with the historic voyage and would therefore not meet National Register Criterion A.

In summary, the USACE finds that the CAJO, as a whole, within the APE is ineligible for inclusion in the National Register:

- a) the trail is a natural water body, which are generally excluded from listing in the National Register;
- b) the only trail-related historic resources identified in the CMP which might be eligible are located at Jamestown, not throughout the trail;
- c) evocative landscapes, which comprise the largest area of trail-related resources, have no significant historic events associated with the voyages of Captain John Smith apart from being along the route of the voyages.

### **Washington-Rochambeau Revolutionary Route National Historic Trail**

The Washington-Rochambeau Revolutionary Route National Historic Trail (W3R-NHT) was designated by Congress (PL 111-11) and signed into law by President Obama in March 2009 under Section 5(a) of the National Trails System Act (16 U.S.C. 1244(a)). The W3R-NHT passes through 10 states, including Virginia. Over 680 miles of land and water trails commemorate the routes taken by General Washington and General Rochambeau to and from the siege of Yorktown, a pivotal event in the War for Independence. The purpose of the W3R-NHT is to identify, preserve, interpret, and celebrate the French and American alliance in the War for Independence and celebrate the historic march of American and French allied forces in the years of 1781-1783.

Information and Comments: Norfolk District Regulatory Branch has considered comments received in part from the Section 106 NHPA Historic Property Identification process, given careful consideration to a letter dated February 13, 2015 from the Deputy Keeper of the National Park Service which provides some guidance on a similar trail, as well as researched trail related information outlined on the National Park Service (NPS) and National Washington-Rochambeau Revolutionary Route Association, Inc. (W3R-US) webpage's.



To date a Comprehensive Management Plan (CMP) for the W3R-NHT has not been completed; however a Draft Strategic Plan was developed in October 2010 and later updated in October 2011. From what we gather, this Strategic Planning is a continued work in progress, but is the first step in creating a CMP for the Trail. Our research has found it difficult to locate the boundaries established for the trail. The NPS is still in the process of defining the route(s) and has indicated that corresponding maps will be made available as the W3R-NHT progresses. In 2010, the National Park Service published nine maps detailing the network of land and water paths taken by the allied armies in 1781. Figure 9 "Detailed Map of the Potential National Historic Trail | Richmond to Yorktown" (Attachment D) shows the water and land routes used in Virginia. Information gathered from the NPS suggests that the water trail (Attachment E) is located generally in the center of the James River and comes ashore near College Creek, while the land route (Attachment F) follows Route 60 through Colonial Williamsburg and eventually becomes part Colonial National Historic Parkway leading into the Yorktown Battlefield Visitor Center. Based on this information, the water trail would fall within the corresponding APE, while the land based trail falls outside of the APE identified for this undertaking.

As discussed under the "Captain John Smith National Historic Trail" section above, the Deputy Keeper's letter provided general guidance which was also used to assist with the decisions necessary for the W3R-NHT and its potential eligibility.

Since a CMP has not yet been developed for the W3R-NHT we are unable to use that as a resource for reference; however in October 2006 NPS completed a Resource Study & Environmental Assessment (EA) that was used by the Secretary of the Interior to address Congress and support a recommendation for designation as a NHT. This EA identified resources most directly associated with the events of the Washington Rochambeau Revolutionary Route and were divided into six categories; 1. Campsites and Bivouacs, 2. Historic Road Segments and Landscapes, 3. Buildings and Building Sites, 4. Archeological Resources, 5. Tombstones and Grave Markers, and 6. Plaques, Tablets, & Statues.

Determination: Although these resources are all significant in developing interpretive programs for the W3R-NHT, only the first four are property types on which NRHP nominations are based, and the last two are cited by NRHP guidance as generally not considered eligible or contributing. One "known campsite" for the W3R-NHT is documented as being present within the APE. We do not have enough information on its exact location but from what information we do have, it would appear it is near College Creek where the troops made landfall ("Archer's Hope"). None of the three other categories potentially contributing to eligibility are specifically referenced, listed, or mapped within the APE for this undertaking. However, our research indicates there may be resources associated with W3R-NHT within the APE (Attachment G):

- 1) Trebell's Landing (047-5307) was associated with the siege at Yorktown in 1781, however, the VDHR Architectural Survey Form notes that the Primary Resource (pier/boat ramp) is no longer extant. While Trebell's Landing is considered potentially eligible under Criterion D, it has not been surveyed archaeologically to determine its individual eligibility under that criterion. Historical documentation of the events associated with Trebell's Landing may be its most important contribution as a discreet resource along the trail; however, evaluation of the site in October 2014 recommended that it did not retain the landscape features associated with the period of significance to be individually eligible under Criterion A.
- 2) Fort Boykin (046-0095/44IW0020) is listed on the National Register. It is an archeological site which consists of the remains of a Civil War fortification, including earthworks and a ditch. It is located atop a bluff overlooking the James River and was instrumental during the Revolutionary War in defense of the James River. It was named after Major Francis Boykin, who was a local merchant who served on General George Washington's staff (information from Isle of Wight County, Historic Resources website). It is located within a Historical Park, a facility of the Isle of Wight County Parks and Recreation. The site retains resources associated with the Civil War, but there are no indications of extant features from the Revolutionary War. As with Trebell's Landing, historical documentation of the events associated with Revolutionary War may be its most important contribution as a discreet resource along the trail.
- 3) Fort Crafford (121-0027/44NN0070) is the site of a Confederate fort built in 1861. It was listed on the NRHP in 1974. Fort Crafford served as the 'anchor' position on the James River for a line of defenses that stretched across the Peninsula to Yorktown. Although Fort Crafford was never in direct action, its presence proved to be a strategic factor slowing Gen. McClellan's development of the Peninsula Campaign. An 18<sup>th</sup> century house stood at the site, built after Carter Crafford's acquisition of the property in 1749, and was used as headquarters for the fort. The house stood until 1925 when the Army sold it to the College of William and Mary, which needed the bricks to repair the Wren Building at the college. According to the VDHR survey form it is believed that the site was also used for a fortification during the Revolutionary War, although this is not referenced. Crafford operated a ferry from adjacent Mulberry Point across the river to Isle of Wight County in the late 18<sup>th</sup> century.
- 4) Battle of Green Spring took place at Green Spring Plantation in James City County. Green Spring was a colonial era plantation developed by Royal Governor Sir William Berkeley in Virginia near the northwest tip of Jamestown Island, southwest of Williamsburg. On July 6, 1781, American and British forces collided in the last major battle of Virginia prior to the Siege of Yorktown as forces planned to cross the James River in route to Portsmouth. Areas of the original battle field have been impacted and encroached on by modern 20<sup>th</sup> century



development. Only approximately 200 acres have been preserved and are now part of the Colonial National Historic Park and fall inside the boundaries of Governors Land Archaeological District (047-0082 & 44JC0637). Based on available information, W3R-NHT Route does not appear to include this resource despite its connection and contribution to the Revolutionary War.

- 5) Yorktown Battlefield (099-5241 & 44YO0220) {099-5283 associated with Civil War} has ties to both Revolutionary and Civil War events; however W3R-NHT only commemorates the Revolutionary War. During the Revolutionary War, French and Continental forces eventually converged on Yorktown by land and water in October 1781. The James River was used solely as a mode of transportation during the revolutionary period. The core engagement area from the best information available is located inland away from the James River, but rather more adjacent to the York River. The Battle, known as the Siege of Yorktown, was the last major Revolutionary War battle and is the site where the British surrendered. Portions of the Battlefield and its overall landscape have been impacted by modern residential and commercial development, I-64 as well as other major transportation corridors, forested areas, reservoirs/lakes, and other water courses. The portion of Yorktown Battlefield within the APE is an American Battlefield Protection Program study area for the Civil War battle, and is not considered a core area or identified as potentially NRHP eligible for either battle.

In summary, the USACE finds that W3R-NHT, as a whole, within the APE, is ineligible for inclusion in the National Register:

- a) the trail is a natural water body, which are generally excluded from listing in the National Register;
- b) potential trail-related historic resources, as they exist today, have limited links with the W3R;
- c) potential trail-related historic resources are widely scattered throughout the APE and not within close proximity to each other or the trail as to form a distinct site or district.

### **Summary**

For the purposes of this project, the USACE has identified a NRHP eligible cultural landscape in the vicinity of Jamestown Island and Hog Island. The cultural landscape is eligible under Criteria A and D for the reasons noted above. The cultural landscape site extends upriver past Jamestown Island to the upstream edge of the APE and downstream to Hog Island and Skiffes Creek.

Based on the information outlined above we cannot support a recommendation for individual eligibility for either CAJO or W3R-NHT within the project APE. As described by the NPS, National Historic Trails are part of the National Trail System which seeks to provide for the ever-increasing outdoor recreational needs of an expanding population



and promotes the preservation of, public access to, travel within, enjoyment, and appreciation of the open-air, outdoor areas, and historic resources of the United States. Further consideration of this aspect of the two trails will be addressed in the "Recreation" section of the Norfolk District's NEPA document for this project.

### References

Bohannon, A.W.

1927 *Old Surry: Thumb-Nail Sketches of Places of Historic Interest in Surry County, Virginia*. Surry County Historical Society, Surry, VA.

Hume, Ivor Noel

1994 *The Virginia Adventure: Roanoke to James Towne, an Archaeological and Historical Odyssey*. University Press of Virginia, Charlottesville, VA.

Santec, Inc.

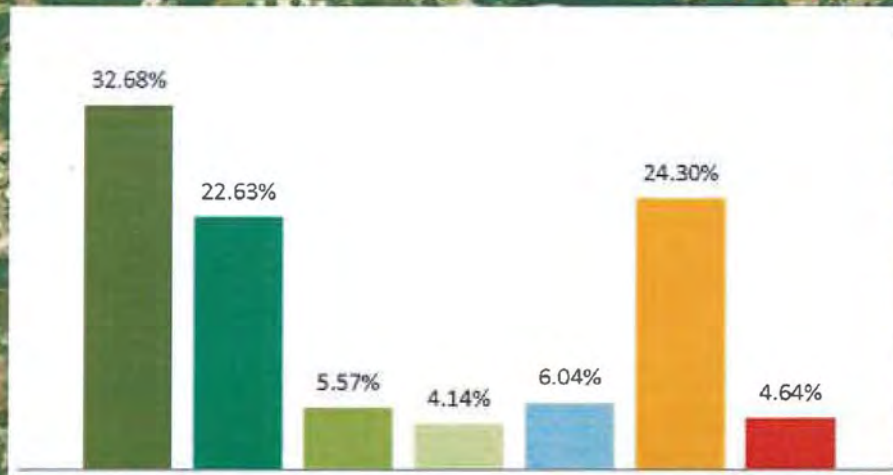
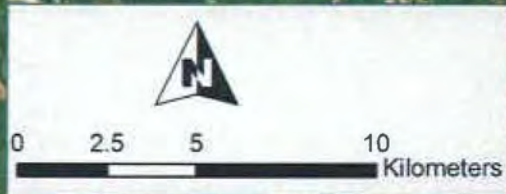
2014 Addendum to the Phase I Cultural Resources Survey of the Proposed Dominion Virginia Power Skiffes Creek to Surry 500 kV Transmission Line in James City, Isle of Wight and Surry Counties, Virginia. Santec Inc., Glen Allen, VA.



# James River Shoreline Landscapes

## Landscape Types

- Forest
- Marsh
- Park
- Agricultural
- Revetment
- Residential
- Industrial



PROPOSED POWER LINES

Being Developed

Ghost

Fleet

Attachment A

Sources: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, Aero, GeoMapping, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community







Figure 2.7f:  
**High Potential Historic Sites, High  
 Potential Route Segments, and  
 Other Trail Related Resources**<sup>1,2</sup>  
 Lower Bay (5 of 5)

#### High Potential Historic Sites

- Significant Voyage Stops within a Setting that is Highly Evocative of the 17th Century
- ▲ Significant 17th Century American Indian Archeological Sites (including sites listed on or determined eligible for the National Register of Historic Places)
- \* Indigenous Cultural Landscapes or Sites that are Culturally Significant to Modern Chesapeake Bay Tribes (to be determined)
- Sites along the Voyage Routes that are Highly Evocative of the 17th Century<sup>1</sup>

#### High Potential Route Segments

- Rappahannock River
- James River

#### Other Trail-Related Resources

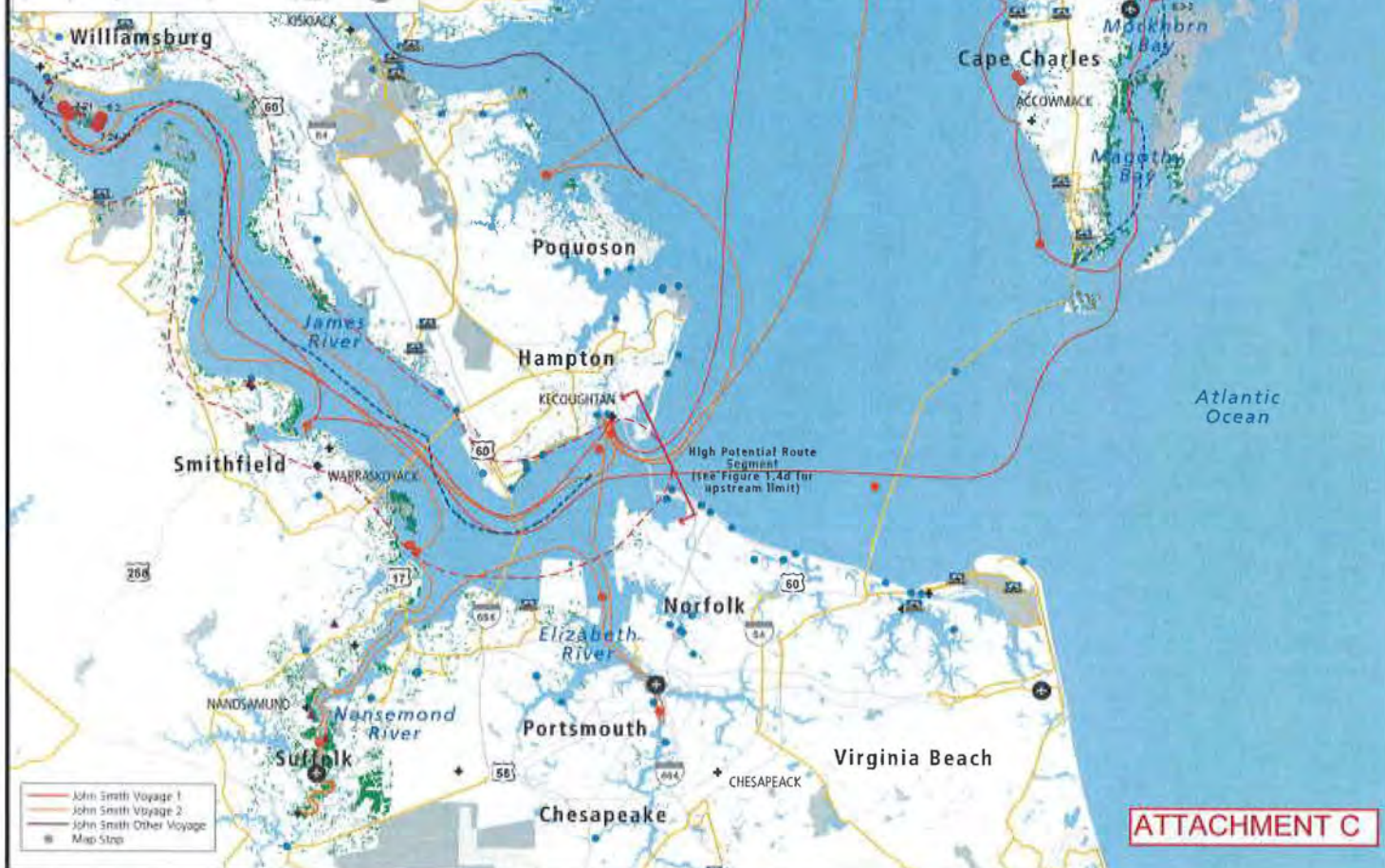
- Other Voyage Stops (including all other voyage stops that do not meet criteria for designation as a high potential historic site)
- Cross Sites (general locations in close proximity to the trail where Smith's maps indicate that he or his crew set a brass cross marking the upriver limit of their voyage route)
- Historic American Indian Town Sites
- Visible Shoreline Generally Evocative of the 17th Century
- Existing Public Access Sites
- Designated Water Trails (including water trails managed by a trail partner who provides water trail mapping and marking, and ideally some interpretive media/programming and trail facilities)
- Scenic Byways, Auto Routes, and Land Trails
- Protected Lands that are Open to the Public (including federal, state, local lands, and private lands, exclusive of military lands and wildlife refuges that are closed to the public)
- Protected Lands that are Closed to the Public (generally including private land protected by conservation easements)
- Chesapeake Bay Gateways and Watertrails Network Partner

<sup>1</sup>See Section 2.4 of the CAP for criteria used for designation.

<sup>2</sup>In the future, further research and/or changing resource conditions along the trail could support decisions by the NPS to add or delete one or more high potential historic sites.

As part of the CAP planning process, the NPS has applied high potential historic site criteria to eight segments of the trail. Further site-specific analysis of the remainder of the voyage routes are needed to identify additional high potential historic sites that meet designation criteria.

National Park Service  
 U.S. Department of the Interior





The map displays the Yorktown area, highlighting the National Historic Trail route. The route is marked with a thick black line, and specific segments are labeled: 'WASHINGTON/ROCHAMBEAU WAGON TRAIN', 'LAUZONS HUSSARS', 'CONTINENTAL ARMY', and 'FRENCH ARMY'. The map includes major roads, water bodies, and various landmarks. Key locations marked include Richmond, Chesterfield, Hopewell, Petersburg, and Yorktown. A legend in the bottom right corner explains the symbols for the trail route, water routes, and NPS units. A scale bar and north arrow are also present.

ATTACHMENT D





# THE Washington-Rochambeau REVOLUTIONARY ROUTE

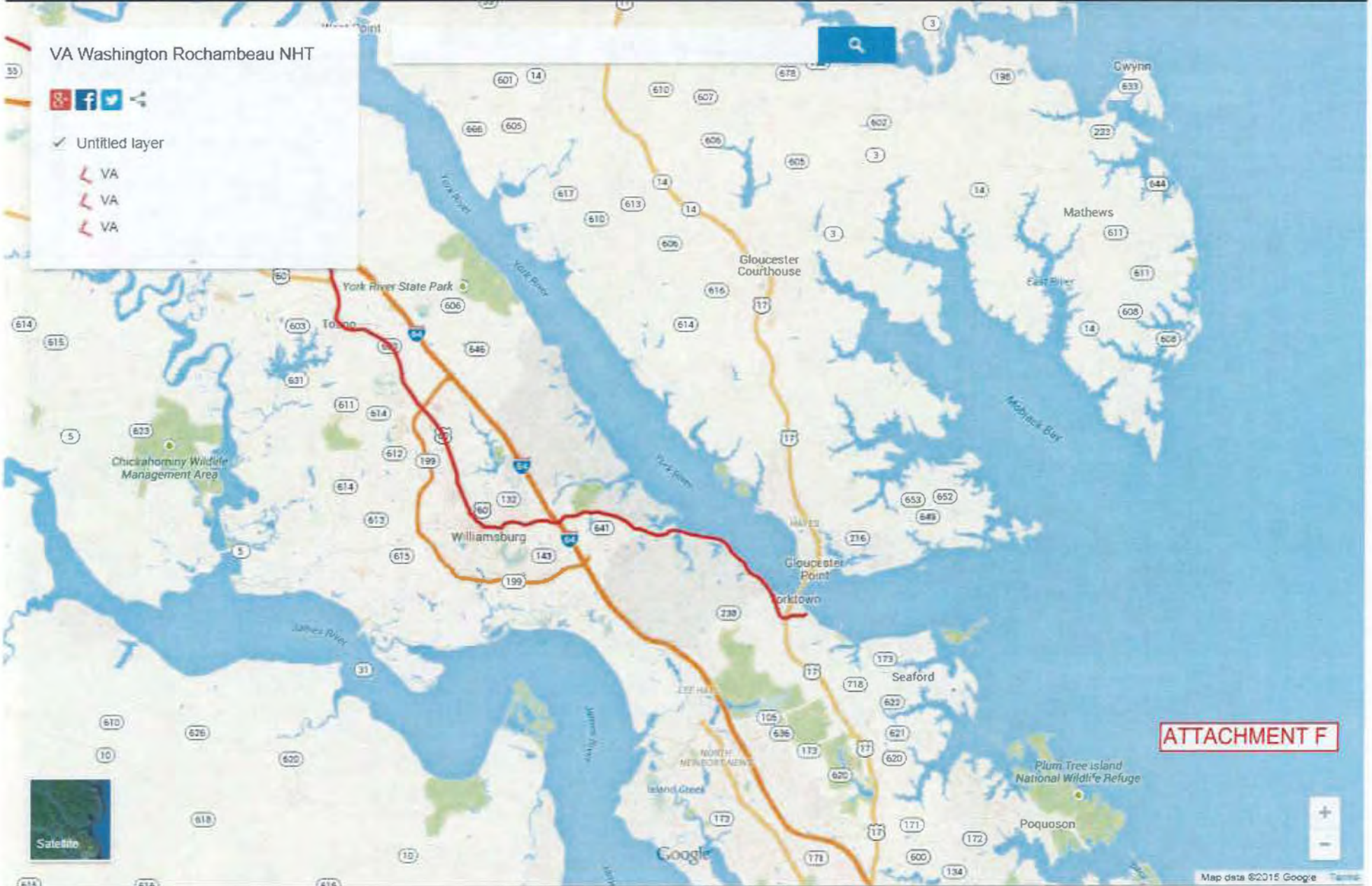
NATIONAL PARK SERVICE—U.S. DEPARTMENT OF THE INTERIOR



OCTOBER 2006

ATTACHMENT E





ATTACHMENT F



