THE VICKSBURG NATIONAL CEMETERY

AN ADMINISTRATIVE HISTORY

March 31, 1968
The Vicksburg National Cemetery

Vicksburg National Military Park
An Administrative History

by
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DIVISION OF HISTORY
Office of Archeology and Historic Preservation

March 31, 1968

National Park Service  U.S. Department of the Interior
FOREWORD

This report has been prepared to satisfy the research needs enumerated in Research Study Proposal VICK-H-2, as proposed by Edwin C. Bearss, historian. It was undertaken in order to provide a documented history of the Vicksburg National Cemetery from the time of its establishment to the present. It is hoped that this manuscript will be a valuable tool in the future management and administration of this area.

In the quotation of a few of the original sources, the punctuation has been changed slightly to make the text more readable without detracting from the original meaning.

I wish especially to acknowledge and thank Mr. Edwin C. Bearss for his assistance and encouragement in the preparation of this study. I also wish to thank Mr. Frank Sarles for reading the manuscript and Sarah Smith for typing it. Lastly, I wish to express my appreciation to those members of the staff of the Office of Archeology and Historic Preservation who have extended their help and friendship to me during these past three months.
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INTRODUCTION

Control of the Mississippi River, whose course meandered over 1,000 miles from Cairo, Ill., to the Gulf of Mexico and divided the Confederacy into almost equal parts, was of inestimable importance to the Union from the outbreak of hostilities. Command of the Mississippi would allow uninterrupted passage for Union supplies and troops destined for invasion into the heart of the South and would also have the desired effect of isolating the states of Texas, Arkansas, and most of Louisiana, which comprised nearly half of the land area of the Confederacy. In an effort to deter the advancing Union army and navy from their objective, the Confederacy erected fortifications at strategic points along the river. But fighting their way southward on land and water and northward from the Gulf of Mexico by river, Union army and naval units managed to capture post after post, city after city, until Vicksburg and Port Hudson posed the only obstacles to complete domination of the Mississippi by Union forces.

The war had been raging for over a year when in May 1862, Flag Officer David G. Farragut steamed up the Mississippi River with his Western Gulf Squadron, capturing New Orleans, Baton Rouge, and Natchez, before arriving below Vicksburg on May 18. In like manner, Flag Officer Charles H. Davis had moved down the Mississippi from the north, capturing Memphis in June 1862, and destroying the Confederate fleet of converted river steamboats with the aid of a ram fleet under Col. Charles Ellet Jr. Davis continued to work his way southward

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until he reached a position just north of Vicksburg on July 1. The Union was now in possession of all of the Mississippi except for the reach in front of Vicksburg.

However, the presence of the Confederate ironclad ram Arkansas, under the command of Lt. Isaac N. Brown, which presented an awesome threat to Farragut's wooden ships, and the hot, diseased atmosphere, along with the rapidly falling waters of the river, forced Farragut and Davis to retrace their respective courses up and down river after unsuccessful attempts to bombard the city and its defenses into surrender. Following the failure of the naval expedition, it was evident that a large army was needed to take Vicksburg.

In October 1862, the two major actors in the battle and siege of Vicksburg were moved into their respective theatres of operation. Comrades of the Mexican War, Maj. Gen. Ulysses S. Grant, newly appointed commander of the Department of the Tennessee, and Lt. Gen. John C. Pemberton, commander of the Confederate troops defending the Mississippi, made preparations for the impending battle for Vicksburg and control of the Mississippi River.

Grant's first major campaign against Vicksburg in December 1862 was designed to draw Pemberton's army away from Vicksburg to allow Maj. Gen. William T. Sherman, moving down river from Memphis with 32,000 men, easy access to the bluffs immediately northeast of Vicksburg. However, 3,500 Confederate cavalry swung in behind the left flank of Grant's 40,000 troops, capturing and burning his supply
base at Holly Springs and forcing his return to Memphis. Sherman's attack at Chickasaw Bayou, five miles northeast of Vicksburg, on December 29, likewise failed as the Union army lost nearly 2,000 men while the Confederates sustained less than 200 casualties.

Grant decided to move his army down the Mississippi for operations directly against Vicksburg. Reaching the Union encampment at Milliken's Bend, 20 miles northwest of Vicksburg, at the end of January 1863, he divided his army of approximately 45,000 men into three corps under Sherman and Maj. Gens. John A. McClernand and James B. McPherson. The major problem facing Grant was to get his troops from their positions along the Louisiana side of the river across the flooded swamp lands and numerous bayous on both sides of the river and onto the high, dry bluffs east of the Mississippi, either north or south of Vicksburg. The campaign during the winter, often referred to as the Bayou Expeditions, heaped new failures upon the Union drive to capture Vicksburg. Grant made a fruitless attempt to cut a canal across the DeSoto Peninsula opposite Vicksburg, similar to one which likewise had failed in the summer of 1862. Attempts to open a route into Lake Providence, one into the Yazoo River, and one through Steele's Bayou also met with disappointment.

In the eyes of many in the North, Grant's Army had foundered in the swamps for months with nothing to show for it except a steadily mounting death list from disease. As April arrived, though,
Grant was able to move his army southward through the Louisiana parishes in preparation for a landing on the east side of the Mississippi, somewhere below Vicksburg. In order for Grant to make a successful crossing of the river, he needed help from the Union navy. Rear Admiral David Dixon Porter, who had been instrumental in the Vicksburg campaign almost from its inception, managed to run 10 vessels past the Confederate batteries to positions just south of Vicksburg shortly before midnight April 16. Grant now had his troops in position to the south of Vicksburg and a means of ferrying them across the river.

On April 29, Union gunboats bombarded the fortifications at Grand Gulf to prepare the way for the landing of 10,000 Federal infantry but were repulsed. The next day Grant moved south along the Louisiana shore and finally made his dramatic landing at Bruinsburg. The landing was unopposed, as Pemberton was confused as to the Federals' intentions.

Grant engaged the Confederates at Port Gibson and then moved into the area between Big Black River and Bayou Pierre to wait for Sherman to join him. On May 7, he was ready to move with approximately 45,000 Union troops against Pemberton's superior, but widely scattered army of 50,000. Since Grant's aim was not merely to capture Vicksburg, but also to destroy Pemberton's army, he moved northeastward to destroy the Southern Railroad of Mississippi, planning later to pivot to the west and drive on Vicksburg.
After defeating a small Confederate force at Raymond, Grant made a change in his plans, striking farther east to capture the rail center at Jackson. This maneuver placed Grant's army in a strategically precarious position, squarely between Pemberton's line of defense and Gen. Joseph E. Johnston's army advancing in from the east. This gamble paid off, however, for on the afternoon of May 14, Grant stormed into Jackson, capturing this strategic communications center and scattering Johnston's lesser force of 12,000 troops. It remained now for Grant to prevent Johnston from effecting a juncture with Pemberton's forces.

From Jackson, Grant pivoted his army westward for the drive on Vicksburg and gained critical victories at Champion Hill and Big Black River. At Champion Hill, the bloodiest battle of the campaign, Pemberton lost nearly 4,000 men while Grant listed his casualties at 2,500. Pemberton's shattered forces retreated from Big Black to the defenses at Vicksburg with the Union army in determined pursuit.

The advanced contingents of Grant's forces arrived before the city on May 18. Aware that only one of his three corps was in position, but convinced that the Confederates' morale had been shattered, Grant ordered the first assault on Vicksburg on May 19. Pemberton's well fortified lines easily repulsed the first confused Union attack. Grant was ready three days later to launch a second and all-out assault on Vicksburg. By nightfall on May 22, the Union soldiers were again forced to fall back after losing over 3,000 men.
Failing to capture the city by storm, Grant reluctantly ordered the commencement of siege operations. For over a month, he waged a war of attrition with Porter blasting the city from the river, while the Union army sought to overpower Pemberton's forces by land. Throughout June, Union engineers drove trenches toward Confederate strong-points, and also detonated mines at key points along their line. Pemberton dejectedly waited for Johnston to breach the Union lines, his only hope for fending off a greatly reinforced and superior Union army. On July 1, Johnston moved his divisions, now swelled to 30,000 troops, toward the east bank of Big Black River, but reconnaissance convinced him that no move against the Federal positions was practicable.

Pemberton, his army physically debilitated and broken in spirit, consented to meet with Grant on the afternoon of July 3 to discuss terms for a surrender. The meeting broke up, however, after Grant demanded an unconditional surrender, and Pemberton refused. Before leaving the shade of the oak tree under which the historic meeting occurred, Grant did agree to submit new terms in writing.

The next day, July 4, 1863, a formal surrender was reached, with Grant allowing the Confederates to sign paroles not to fight again until exchanged, and the officers being permitted to take their sidearms and horses with them. Both sides had fought a long and courageous battle. In their triumph, the Union now had control
of the Mississippi. All that remained was the proper burial of the dead.

CHAPTER I

The Establishment

Traditionally, those who survive the horrors and holocaust of war have borne the sacred responsibility of properly caring for the burial of their deceased comrades, but occasionally, due to the adversity of battle or through neglect, the dead are left to be desecrated upon the field. When hostilities ceased, inspection of the area in and around Vicksburg tragically revealed that the hastily buried dead lay in a lamentable state. Col. James F. Rushing, making an early inspection of the battlefield of Vicksburg in February 1866, reported:

I regret to say, that I found very little had been done here in the way of looking after our dead. Their condition is more deplorable, than any post I have visited, while inspector.  

Rushing was appalled to find that only a few chief burial places existed, with the majority of the dead "stuck about" in many places among the hills at Vicksburg. The few large burial locations con-

sisted of long trenches into which hundreds of bodies had been strewn. No attempt had been made to mark each grave so that the dead could later be identified. Furthermore, many other bodies were scattered in shallow graves over wide circuits of country, in fields and were, therefore, in danger of disappearing. With no guards in attendance, cattle, hogs, goats and other animals roamed about the illmade graves at will. Colonel Rushing could not but ask, "Is not this wrong, not to say hideous, after those brave men have given their lives for the Union?" 2

Colonel Rushing estimated that there were probably at least eight thousand Union dead on the Vicksburg side of the river and another two thousand dead on the Louisiana side. Those on the Louisiana shore were chiefly buried in the levee from Milliken's Bend to Disharoon's plantation, opposite Grand Gulf. High water on the river was constantly washing away the levee; and consequently, many graves were disappearing. Rushing felt that there could be an additional five thousand dead who fell at the Yazoo River, Chickasaw Bayou, Big Black, and Grand Gulf about Vicksburg. Thus he recommended to Col. Henry M. Whittelsey, Chief Quartermaster, Department of Mississippi, that he employ the five thousand idle troops at Vicksburg to collect the scattered remains in and near the chief burial grounds. Colonel Rushing concluded his inspection report with this further

2. Ibid.
recommendation:

These will have to remain, I suppose for the present; but for the future I recommend that steps be taken to secure sufficient ground at or near Vicksburg, to accommodate all the union dead in the state of Mississippi, and that all our dead in said state be concentrated in this, the same to be held as a National Cemetery forever. What more appropriate monument to "Liberty and Union," and what fitter place for it, than here at the "Gibraltar of Rebellion in the South-west"? 3

While in New Orleans in March 1866, Rushing was disturbed to learn from Col. Samuel B. Holabird, Chief Quartermaster there, that Maj. Gen. Edward R. S. Canby had issued an order directing the disinterment of all the Union dead buried in the levee on the west bank of the Mississippi and the transfer of their remains to New Orleans for re-interment. Writing to Col. James L. Donaldson, Chief Quartermaster, Military Division of Tennessee, Rushing reported that the order had been temporarily suspended, but that he was fearful that it could be reinstated at any time. He urged Colonel Donaldson to bring the matter to the attention of Maj. Gen. George H. Thomas, who had superseded Canby as Departmental Commander and whose headquarters were in New Orleans, to which Vicksburg had been assigned. It was Rushing's conviction that since those buried in the levee from Milliken's

3. Ibid.
Bend to Disharoon's had fallen in operations attendant on the siege of Vicksburg, they should be buried in or near that place.4

In April 1866, Colonel Donaldson transmitted a report from Lt. Col. Gilbert L. Parker, Assistant Quartermaster at Vicksburg, to Quartermaster General M.C. Meigs relating to the state of operations at that post. Parker stated that he was compiling a record of the dead as quickly as the names could be ascertained, but that progress was slow due to the fact that there were approximately 15,000 graves scattered about at various points where the army had been stationed during the siege. None of the graves had been repaired, which made identification of the remains a difficult and nearly impossible task. Parker did feel, however, that matters could be expedited if all of the remains were removed to the same locality. It was Parker's recommendation that seventy-five to one hundred acres be bought in the vicinity of the surrender monument, erected on the spot where the historic oak tree once stood.5

That same month, Colonel Donaldson wrote to Meigs, informing him that Rushing's report of February 1866 had been forwarded to

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4. Letter, Rushing to Donaldson, March 8, 1866 (N.A., RG. 92, Office of the Quartermaster General, Cemeterial Files, National and Post Cemeteries, General Correspondence, Vicksburg—Hereinafter cited C.F.)

5. Report of Gilbert L. Parker through Col. James L. Donaldson to Quartermaster General Meigs, April 10, 1866, C.F.
Col. Whittelsey, in charge at Vicksburg, but that no further action could be taken until land for a Cemetery had been acquired. Feeling that matters could no longer be held in abeyance, Meigs issued a memorandum stating:

The suggestion that those who fell in the operations before Vicksburg should be buried at or near that point rather than at New Orleans is approved. The planned purchasing of ground for a Cemetery is approved.  

A report by Capt. E.B. Whitman, in charge of cemeteries, Military Division of Tennessee, made in May of 1866, indicated that it was of critical urgency that the land be purchased at once. On the west bank of the river "many bodies have been washed from their resting places by the encroachment of the Mississippi River and have been floated to the ocean in their coffins or buried in the sand beneath its waters." Whitman had also been informed by Lt. William Degen, 5th United States Colored Infantry, that a planter by the name of Jones had profanely levelled an entire grave-yard at Milliken's Bend to enlarge the area of his cotton patch. Also, with total disregard

6. Ltr., Donaldson to Meigs, April 12, 1866, C.F.

7. Meigs, undated memorandum, scratched in pencil, enclosed in Donaldson's letter to Meigs, April 12, 1866, C.F.

for the remains of Union soldiers resting beneath it, a race track had been constructed over a grave-yard in the vicinity of Vicksburg, the headboards being removed and the mounds levelled for that purpose. In an attempt to explain how such odious circumstances evolved, Whitman disclosed:

In explanation of the condition in which the dead are found who fell in the assault of the 22nd of May, it is proper to allude to the circumstances under which they were buried. It will be remembered that General Pemberton for several days refused to grant a flag of truce for their burial, and it is said only yielded when the effluvia from the bodies became too intolerable for his own troops to bear. When found by our burial parties, they were in such advanced stages of decomposition that they could not be removed, and were consequently only covered with earth thrown upon them as they lay. This seems especially to have been the case on the center of General Sherman's line, on our right. Captain Whitman's statement is a fair account of what occurred except that if he had remembered correctly, he would have been reminded that it was Grant, not Pemberton who tenaciously refused to grant a truce in order that the dead could be buried. "Confederate wags commented that Grant, having failed to capture Vicksburg by attack, planned to stink them out." It was Pemberton, influenced by the

9. Ibid.
10. Ibid.
pleas of his subordinates, who finally wrote Grant on May 25 request-
ing, "in the name of humanity," a truce of two and a half hours in order that the dead and dying might be removed. However, mindful of the proposal to establish a National Cemetery at Vicksburg which would in some ways ease the wrongs suffered by the Union dead, their families, and friends, Whitman concluded:

Vicksburg forms both the historical and the geo-
graphical centre. From all points those who fell in connection with the operations which culminated in its capture can be brought in either by rail or river transportation. Its historical importance, the number and condition of those who fell in its reduction, a due regard for the feelings of the living friends and a proper respect for the re-
maines of the dead, would all seem to indicate Vicksburg as the site for one of the largest and most complete National Cemeteries to be established.

By June, Whitman was able to report that a site had been chosen for the cemetery, although his initial comments were hardly encourag-
ing. "The broken and irregular surface of the country around Vicks-
burg, rendered it very difficult to find a suitable site, in fact the choice was reduced to this single spot, as at all fit for the purpose required." The property which he describes was owned by A.B. Redding

12. Ibid., p. 57.
13. Whitman to Donaldson, May 15, 1866, C.F.
14. Ltr., Whitman to Donaldson, June 20, 1866, C.F.
and ran along the Warrenton Road, about two miles south of the city of Vicksburg, between the Mississippi River and the Warrenton Road. Captain Whitman requested that Colonel Whittelsey be authorized to secure title of the aforementioned land to the United States, or to take possession of it for a National Cemetery.\textsuperscript{15}

Three days after receiving Whitman's letter, Colonel Donaldson forwarded that letter, and another received of Colonel Whittelsey to Quartermaster General Meigs, stating his concurrence with both men's view that the property of Mr. Redding should be purchased for the National Cemetery at Vicksburg. He also requested, at this time, the authority to seize the land in the event that purchasing it was not possible.\textsuperscript{16}

Early in July, Whittelsey ascertained from Redding that he wanted $30,000 for his 56 acres. Included in the purchase price was a large house. Upon learning this Whittelsey, considering the price prohibitive, enlisted the aid of Maj. Gen. Thomas Wood, Commander of the Department of Mississippi, in finding another location. Approximately one mile north of Vicksburg, along the river bank, Whittelsey found a spot he considered to be quite as suitable as the first site. Writing to Donaldson, he informed the colonel that he had ordered plats and

\textsuperscript{15} Ibid.

\textsuperscript{16} Ltr., Donaldson to Meigs, June 23, 1866, C.F.
abstracts of title so there would be no further delay. Colonel Whittelsey concluded his letter to Donaldson by reporting, "I made a contract for the purchase subject to your approval of the purchase and the perfection titles." 17

On July 14, 1866, General Meigs wrote to Edwin M. Stanton, Secretary of War, requesting that power be vested in him to establish National Cemeteries at Ft. Donelson, Pittsburg Landing, Corinth, Natchez and Vicksburg. 18 The property to be used as a National Cemetery at Vicksburg, as described in the original plat and field survey by Dabney, Vernon, and Searles, was situated:

... immediately on the north side of Mint Spring Bayou about one and a half miles north of the city of Vicksburg -- and between the Yazoo Valley Road and Mississippi River, on the west side of said road, and is part of the tract of land purchased by A.H. Jaynes of Saml. Edwards being part of Secs. 12 & 13 of Township 16 Range 3 East. 19

This tract contained, in all, a fraction less than 40 acres. 20 It was

17. Ltr., Whittelsey to Donaldson, July 3, 1866, C.F.

18. Ltr., Meigs to Edwin M. Stanton, Secretary of War, July 14, 1866, C.F.

19. "Plat and Field Notes of the United States Military Cemetery near Vicksburg Miss.," by Dabney, Vernon, and Searles, August 1866, C. F.

20. Ibid.
deeded to the United States Government on August 27, 1866, by Alney H. Jaynes and wife for the sum of $9,000.21

21. "Superintendent's Report," John F. Steffy, Superintendent, November 10, 1928, [sic] A check of original sources indicated that this date was obviously incorrect; however it will be recorded as such hereinafter.) (N.A., RG. 79, Records of the National Park Service, Vicksburg National Cemetery, hereinafter cited V.N.C.)
CHAPTER II

The Wanton Desecration of the Dead

Even though the site for a National Cemetery had finally been secured, pursuant to an Act of Congress, entitled "An act to establish and to protect national cemeteries," the long and laborious task of removing the remains of the Union dead to this site still lay ahead.1 The major concern centered about the dead buried along the levees on the Louisiana shore, which were being continually encroached upon by the Mississippi River. On August 21, 1866, Lt. William Degen, who was employed by Whittelsey to mark the graves and superintend the removal of the Union dead along the Louisiana shore, had reported to his colonel that the graves were in a very bad condition. In many places there was nothing to mark the burial sites except the configuration of the ground which had sunk in the form of a grave. The few headboards which still remained were in bad shape and in danger of being destroyed, as the grass along the levee was to be burnt soon. To the best of his ability, Degen estimated that there were probably 5,000 Union dead along the levee from a point opposite Vicksburg to Lake Providence.2


2. Ltr., Lt. William Degen to Whittelsey, August 21, 1866, C.F.
By October 1866, nothing had been done, and the situation had grown considerably worse. General Wood wrote Colonel Donaldson early in October stating, "I would ... urge that abundant means be immediately provided for removing all the remains of soldiers interred in the region from the Arkansas Line to the mouth of Red River, to permanent cemeteries." Colonel Whittelsey had by this time been relieved of his duties at Vicksburg, and the Cemetery had been placed under the supervision of Capt. James W. Scully. On October 10 Captain Scully received his orders from Colonel Donaldson. "You are directed to take possession of the land purchased at Vicksburg by General Whittelsey [Brevet rank] (late Chief Q.M.) for a National Cemetery, and proceed to put the ground in suitable condition to receive the dead." Two days later Donaldson again wrote Scully, informing him that it had been his understanding that the Union dead buried in the levee along the Mississippi River had been cared for by Colonel Parker, late Assistant Quartermaster at Vicksburg. This impression was gathered from a report submitted by Captain Whitman on May 24, 1866. However, recent reports showed this not to be the case at all, "and that bodies are almost daily washed away." Motivated by General Wood's letter of October 5,


4. Ltr., Donaldson to Capt. James W. Scully, Oct. 10, 1866, L.R.

5. Ltr., Donaldson to Scully, October 12, 1866, L.R.
Donaldson adamantly issued these further orders to Captain Scully:

"This matter must receive immediate attention and the remains of all deceased Union soldiers buried in the levee, from the mouth of Red River to the Arkansas Line, must be forthwith removed to the ground recently purchased for a National Cemetery at Vicksburg."  

At last it appeared as if the proper administration and labor would be effected to decently care for the Union dead which had lain unattended and scattered about Vicksburg and on the Louisiana shore for over three years. On October 18, Donaldson wrote to Scully, saying:

> It is presumed that Genl. Whittelsey transferred to you all instructions he recd. from this office concerning the care of the remains of the deceased Union soldiers. . . . This work is the highest importance and its successful accomplishment will redown [sic] to your own credit as well as to that of the Government.  

In anticipation of the great number of bodies that would have to be reinterred, Donaldson had already contacted a contractor by the name of Palmer, stating "It is . . . necessary that, he [Captain Scully] be furnished with a large supply of coffins as soon as possible."  

By the end of the month inaction continued to prevail, due to confusion as to exactly which bodies in the State of Mississippi and 

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6. Ibid.
7. Ltr., Donaldson to Scully, October 18, 1866, C.F.
8. Ltr., Donaldson to J.M. Palmer, October 13, 1866, C.F.
along the Louisiana shore were to be reinterred at Vicksburg. On October 27, 1866, Capt. Richard N. Batchelder, Acting Chief Quartermaster of the Department of Tennessee, in order to abate the confusion, directed that all the Union remains on the west bank of the Mississippi from a point opposite Grand Gulf, Mississippi, to the Arkansas Line, and on the east bank of the river from Rodney, Mississippi, to the Arkansas Line, including both Rodney and Grand Gulf, should be removed to the National Cemetery at Vicksburg. Those buried in areas from the mouth of Red River to Rodney, and to a point opposite Grand Gulf, including Vidalia, Louisiana, would be reinterred in the National Cemetery to be established at Natchez, Mississippi.9

It was expected that matters would proceed swiftly now that the instructions were unmistakably clear. As early as June, Captain Whitman had made the weighty estimate that "in view of all . . . facts, provision should be made for the reburial of 25,000 bodies at this point."10 At this time he also reported that some well-informed sources estimated that the count could run as high as 20,000 along the Louisiana shore alone.11 However, the disorderly operation of reinterring the dead

9. Ltr., Capt. Richard N. Batchelder, Acting Chief Quartermaster, Dept. of Tenn., to Scully, October 27, 1866, C.F.
10. Ltr., Whitman to Donaldson, June 20, 1866, C.F.
11. Ibid.
continued to drag. On November 2, Captain Scully sent off an urgent
telegram: "No coffins received yet and badly needed." 12 Failing to
receive a rapid reply, Scully dispatched this message to Captain
Batchelder: "Have over one thousand bodies disinterred to prevent
their being washed away by the river. No coffins, what shall be done:"13

Late in November, Scully wrote to Col. Thomas Swords, Chief
Quartermaster of the Department of Tennessee, to report that "the work
of disinterring the dead, and laying out the ground for the National
Cemetery at this place, is progressing rapidly." 14 Following Swords'
orders, Scully had purchased 1,500 coffins on the open market, paying
$2.50 apiece for them. This number was sufficient to receive the
bodies disinterred along the Louisiana shore to date. Scully reported
that he already had 200 laborers under his employ to prosecute the work,
paying them wages of $40 per month plus rations. He was having some
difficulty, though, in getting steamers to tow his barge across the river,
as it interfered with their making other landings. The captain of one
steamer charged $60 per trip to Milliken's Bend, a distance of only
21 miles. Thus, Scully requested that he be furnished with a steamer,

12. Telegram, Scully to Donaldson, November 2, 1866, L.R.
13. Telegram, Scully to Batchelder, November 5, 1866, L.R.
14. Ltr., Scully to Col. Thomas Swords, Chief Quartermaster,
Dept. of Tenn., November 21, 1866, L.R.
as it was the only way in which he could transport the great number of bodies from the Louisiana shore to the Cemetery.

Since materials for a fence had not yet arrived, Captain Scully deemed it unwise to begin disinterring bodies in and around Vicksburg at this time. The many hogs roaming the country would make it unsafe to do so.\textsuperscript{15}

On November 18, a letter was received by Schuyler Colfax, Speaker of the United States House of Representative, from a man named Cramer, which seemed to contradict the preceding and basically encouraging report offered by Captain Scully, to wit:

\begin{quote}
The object and aim of the government in its magnanimity of purpose is worthy of all commendations . . . but against the manner in which this is done, (as seen by my-self) I wish to enter my earnest protest. What I refer to is this. The soldier's grave is opened, the remains taken out in the most careless manner, placed upon the ground beside the grave, and there left exposed to hogs and dogs and anything else that chooses to molest them for an indefinite [sic] time. I know of such remains that have lain thus exposed for over a week at this date and still not taken care of. Be assured -- that I know where-of I affirm.\textsuperscript{16}
\end{quote}

The balance of Cramer's letter explained in greater detail the alleged neglect and indifference shown to the dead, especially about 18 miles above Vicksburg on the Louisiana side of the river. Speaker Colfax

\begin{quote}
\textsuperscript{15} Ibid.
\end{quote}

\begin{quote}
\textsuperscript{16} Ltr., E.V.M. Cramer to Schuyler Colfax, Speaker of the House, November 18, 1866, L.R.
\end{quote}
referred the letter to Secretary of War Stanton on November 30; it was then forwarded to Quartermaster General Meigs on December 1, and it finally reached the hands of Colonel Swords on December 4.

A letter appeared in the Missouri Republican at the same time:

Milliken's Bend Nov. 15, 1866

Editor of the Missouri Republican: I write to inform the public through your paper of the barbarous manner in which our dead are being treated by those engaged in removing their remains to the National Cemetery. They commenced digging up their remains on the levee and in the grave yard of the old Van Buren hospital about two weeks since. The coffins have rotted, and the bones of the dead, many only partially decomposed, are thrown on the ground by the side of each grave. Upon these the hogs and dogs are feasting.

No battlefield ever presented a more hideous and sickening sight than the levee, for miles presents now.

It would have been far better to have let them rest where their comrades laid them than to remove them in so heartless a manner...17

In an attempt to exonerate himself, Scully wrote Colonel Swords early in December, explaining that he had begun removing the bodies along the west bank of the river according to Donaldson's orders, but that the coffins contracted for with J. M. Palmer had never been received. He further stated that it would have been impossible at that time to reinter the bodies, because the river was rapidly eroding the levee at Milliken's Bend; and therefore, he had hastily purchased the necessary coffins in the open market.

17. Slip from the Missouri Republican, November 15, 1866, unsigned, L.R.
Responding to the letter in the Missouri Republican, Scully countered, "The statement of 'hogs and dogs feasting' on them is a base falsehood," and furthermore, "the only desecration done the remains of our soldiers, was when Ex-traitors, and I am sorry to say Ex-federal officers ploughed up and planted cotton on the graves, thereby removing every trace whereby they could be identified." Feeling that his integrity had been compromised, Captain Scully continued, "In conclusion, General, let me state that this work will be done according to the best of my ability, and I am ready for any investigation that may be made with regard to my actions heretofore in this matter." 18

Shortly thereafter, just such an investigation into the alleged desecration and unnecessary exposure of the Union dead was conducted by Maj. Tredwell Moore, as ordered by Colonel Swords on December 10. Moore travelled to Marshall's plantation, where he expected to find Cramer, the author of the acrimonious letter to Speaker Colfax. Unable to locate him, Moore reported, "On the plantation, however, I found ample testimony that the alleged exposure and defilement of the dead was correct in every particular." Major Moore concurred, of course, with the procedures taken to safeguard the remains of those Union dead in danger of being washed away, but observed that many bodies far from the danger areas had been unnecessarily disinterred. This latter fact was wholly inexcusable in that Major Moore also reported that 200 bodies

18. Ltr., Scully to Swords, December 2, 1866, L.R.
buried on Paw Paw Island had been carried away by the river along with the island, through no cause but neglect. In concluding his report, however, Major Moore absolved Captain Scully of all guilt by stating, "The blame of this wanton exposure of the bodies, should, in my opinion be laid to Mr. William Degen, the superintendent who had charge of the disinterment." 19

Accompanying Major Moore's report were many affidavits which testified to the correctness of his conclusions. S.J. Steele, a machinist on the plantation, explained that he had seen the coffin of one Captain Knight forced open, with the explanation that a search for rings and watches was necessary. At the time the coffin was disturbed the body was still nearly perfect, dressed in full uniform; but upon seeing the same body again at a latter date, Steele reported that it had been very much mutilated, the clothes torn away, and the face partially caved in. Steele further remarked,"There were a large number of bodies taken up and they remained a long time, (say five weeks) uncovered before they were removed."

J.E. Young, late captain in the Missouri Infantry living on the plantation, declared that several laborers had knowingly broken open coffins of the deceased. Concerning what was found on the bodies, he reported hearing Degen say "that the boys made but little out of those who had come from the hospital."

19. Ltr., Maj. Tredwell Moore to Swords, December 22, 1866, L.R. 19
G.M. Alexander, also of Marshall's plantation, substantiated that "their bones as they were taken from the ground were laid by each grave and remained there unprotected and uncovered for from three to four weeks. The hogs, dogs, and vultures preyed upon them during that time." Alexander added, "I rode along the levee to Vicksburg, Miss., and for the whole distance (say (20) twenty miles) the remains of the Union dead had been dug up and exposed in the same way." He also reported seeing the body of Captain Knight, and the corpse had been exposed and partially devoured by vultures.  

Some controversy existed as to the actual desecration and neglect which occurred. C.E. Boss, a guard sent to protect the public property on the plantation, claimed, "The reports which have been seen in the papers recently, in regard to the desecration of the dead, I do not believe has any foundation." In the depositions taken estimates of the length of exposure ran anywhere from ten days, as stated by Boss, to four weeks, as claimed by Alexander and others. The sentiment conveyed by Boss, however, was opposed by numerous accounts of negligence and defilement of varying degrees reported by the majority.

Though Colonel Moore had completely vindicated Scully in his report to Swords, Scully felt it necessary to justify his actions to

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20. The foregoing testimonies contained within the letter, Moore to Swords, December 22, 1866, L.R.
21. Ibid.
Moore personally. In a letter to Moore, he stated that he had taken charge of the Cemetery on October 1, in accordance with Special Orders No. 457 issued by the War Department, Office of the Quartermaster General. At that time he found Degen superintending the removal of the dead.

After receiving a copy of the contract with Palmer for coffins to arrive from Nashville by the 1st of November, Scully had ordered Degen to continue disinterring. Scully continued:

Having received information from several persons that Degen was not attending to his duties in a proper manner, and also that he had attempted to defraud the government, I relieved him, and after investigating the matter, discharged him. This took place on the 30th of November.

In conclusion, Scully reassured Moore that "the work of removing the dead is now going on, and since the discharge of Degen, not a single case of desecration has been reported except those that are unavoidably caused by the Mississippi river." 22

22. Ltr., Scully to Moore, December 24, 1866, L.R.
A Chronology of Development Under the War Department

A. Early Discontent Over the Site

After alleviating the major problems involving the transportation and treatment of the dead, attention was focused on preparing the ground for the proper disposition of the estimated 30,000 interments to be made at the cemetery. This number came from an average of Captain Whitman's estimate of 25,000 interments and Captain Scully's estimate of 35,000. By June 1867, an average of 16 interments were being made per day, but the greatest number of the 260 laborers employed at the cemetery were being used for grading the grounds, sodding the slopes, and dressing up the graves. This labor force was made up of one commissioned officer, Captain Scully; three superintendents; two clerks; four white foreman; 70 white laborers; 170 Negro laborers; and ten Negro teamsters. Capt. Charles W. Folsom, making an inspection of the Cemetery in June of 1867, had this to say, however, concerning the labor situation: "I do not think the men work either industriously or to advantage; their rate of pay is unnecessarily high."¹ In addition to the men, Captain Scully had at his disposal: two barges,

20 four-mule teams, 450 wheelbarrows, 625 shovels, 632 spades, 605 picks; and as of May 1867, he estimated that $75,000 would be needed to complete the work at the Cemetery.²

The irregularly shaped Cemetery under construction at Vicksburg ran approximately 1,900 feet along its greatest length from north to south, and approximately 1,400 feet along its greatest breadth from east to west. After surveying the entire tract in June, Inspector Folsom had unfavorably commented that "the ground has a commanding view, but that is its only recommendation, as it was fearfully rough before it was worked, and wholly useless for agricultural purposes." ³

Equally displeased was Scully, who wrote to Folsom that same month complaining that "the composition of the soil is such that it is washed very easily by heavy rains which are frequent here; and large parts of the tract of forty acres were carved into deep and yawning chasms and ravines." ⁴ Folsom was especially displeased over what he considered to be the exorbitant price paid for the land, feeling it certainly should not have brought over $50 an acre; in fact, he conjectured, it probably would not have brought over $25 an acre if sold to anyone but the Government. The true bitterness of his feelings over the location of the Cemetery could not be better displayed than with

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² Scully, "Report of Cemeterial Work Remaining To Be Done," May 1867, C.F.
³ Folsom, "Report of Inspection," June 1867, C.F.
⁴ Ltr., Scully to Folsom, June 17, 1867.
Whether the party or parties who purchased it also had in view to purchase a tract which would require as much work as possible to make it fit for its intended purpose, I have no means of ascertaining. They certainly could not have selected a tract around Vicksburg better adapted to that end.5

Though not without reluctance and enmity, work on the Cemetery proceeded. The area was divided into two parts by a carriage road, which traversed the Cemetery at its greatest length from north to south. Needing very little grading, the road was laid out to follow the natural curves of the banks and ridges in the Cemetery. In this case, as in others, Captain Folsom believed that "the rule should be to disturb the original surface as little as possible." That part of the Cemetery lying west of the road was left untouched, but in the eastern portion a grand system of costly terraces was built to receive all of the original interments. The terraces were generally 50-100 feet wide, with banks from five to eight feet high positioned at 45 degree angles to one another.6 When the initial interments were made, there had been no plan for the construction of terraces, and there was certainly no idea that it would have cost over $40,000 by June of 1867 to do so. Justification for the highly expensive venture seems to be contained in a letter sent by Adjutant General Lorenzo Thomas to Secretary of War Edwin M. Stanton:


6. Ibid.
The land on the flank of the town is very broken, and the soil being of a very light and porous nature is washed into gullies by very hard rain. After the first interments were made some of the coffins were washed out by a rain; and in order to secure the ground it became necessary to terrace it, and at a very large expense.

When Folsom arrived in June, there was no way to get from one terrace to another, but it was planned to provide wooden flights of steps for this purpose. The terraces were arranged with the idea of allowing water to drain along the entire length of each mound. Such a system would require that the drains always be kept in perfect condition or else the water would spill over the berm and down the slopes sodded with Bermuda grass, causing serious damage to the soil. Folsom concluded that "most of the terraces ... are in suitable condition, (tolerably level and hard) for burials; so that after the gutters, ditches, and drains are properly cut, the work of interment can go on all over them." However, he did recommend that the most solid parts of the terraces be used first, allowing parts filled and liable to wash time to settle. Inspector Folsom also recommended that interments be made three feet apart from center to center sideways, and eight feet apart endways, "thus obtaining the full advantage of the expenditure which has been lavished on the construction of the terraces."

At the time of his visit, Folsom found the most troublesome affair in the whole Cemetery to be an artificial channel constructed to take

7. Ltr., Adjutant General Lorenzo Thomas to Edwin M. Stanton, July 1, 1867, C.F.
water from Dry Bayou considerably farther south. The bayou, which formerly had run in a circuitous channel, was now partially filled. The ground along both sides of the ditch was disposed to cave-ins, but especially dangerous was a portion along the north side, which was likely to slide in on a rocky or slaty substratum. This section would require a stone retaining wall. Referring to the map "Sketch of Lands Taken for U.S. Military Cemetery at Vicksburg, Mississippi," Folsom proposed to lay a plank culvert from "U" to "G," a distance of approximately 500 feet, except for that portion from "U" to "F" along the north side where the stone retaining wall would be necessary, a distance of approximately 200 feet. For the section from "G" to "V," a distance of about 125 feet, he proposed to build an open waterway lined with stone. To insure that soil did not cut out and undermine the walls, it was recommended that the walls be built upon a plank floor, carefully fitted to the excavated surface. Below this point, "V," the original banks of the bayou were left. Those needed no improvement, being cut down to the solid rock bottom, 25 feet below the surface.

Regarding other work going on in the Cemetery, Folsom provided the following information. The ground had been enclosed on three sides with a substantial fence constructed of post and rail; and it was Folsom's recommendation that this wood fence be finished before beginning work on a permanent enclosure of either iron or stone. The flagstaff was lying finished, but it had not yet been erected at a site chosen for it
near the main entrance, the highest point in the Cemetery and marked "0" on Folsom's map. Provision had also been made for roads and avenues which would later be dressed with gravel taken from a ten-foot vein in a neighboring hill. No trees or shrubs of any value had been planted within the Cemetery, with the notable exception of approximately 100 slips of weeping willows donated to the Cemetery by Andrew Johnson, President of the United States. The originals had been brought from Egypt by Commodore William F. Lynch and presented to Andrew Johnson in 1859, while he was a member of the United States Senate. President Johnson sent the slips to Captain Scully from his home in Greenville, Tennessee, where one of the originals was later planted over his tomb near his home.


B. Extortion in the Payment of Wages

As mentioned earlier, Inspector Folsom believed the working arrangement to be especially poor. Captain Scully, for the most part, was kept occupied with his duties at the Quartermaster's Depot where he operated as Depot Quartermaster, Assistant Quartermaster for the Sub-District of Mississippi, and Disbursing Quartermaster for the entire State of Mississippi. Folsom could find no real head of activities at the Cemetery and claimed that "when enquiry was made by me as to who had ordered any particular job to be done, I could find no one responsible."

As far as Folsom could ascertain, Elias Schull, "carefull" but showing "little force," at least constituted a nominal head. However, Captain Scully had been issuing direct orders to Joseph E. Pearson, a clergyman partially competent in surveying but poor in health, and Joseph McIntyre, a "rough steamboat man of surly address." Captain Folsom felt that "the consequence ... has been that the men have worked to poor advantage, and it has cost more than was needed to carry out the plan, which was immensely expensive at best." Therefore, Folsom recommended that a commissioned officer, with no other duties to attend to, be immediately placed in charge of the work at the Cemetery.

The Inspector also suggested that "with very few exceptions all of Captain Scully's foremen should be discharged." He urged that such action be taken immediately in the case of Elias Schull who, taking advantage of the fact that laborers at the Cemetery were tardily paid, engineered a successful extortion scheme. When the laborers
failed to receive their wages on time, they would come to Schull to borrow money to meet expenses for food and other necessities. Schull would advance them money, charging interest rates of 60 to 180 per cent per annum and 5 to 15 per cent per month, taking a due bill for the amount loaned. One such due bill read, "for value received I promise to pay to Elias Schull ... twenty dollars when I receive the pay due me by the U.S. for labor in May, 1867, (signed) Andrew Hinton." The interest was always deducted as a discount in loaning the principal. Thus, a man borrowing $50 at ten per cent interest would only receive $45. Folsom also had been informed, but did not know of his own knowledge, that Captain Scully or his clerks had deducted money from the pay checks of those who held due bills payable to Elias Schull.

On June 29, 1867, Captain Scully was temporarily relieved of duty, pending a Court Martial assembled to investigate charges of a serious nature brought against him by a Cemetery worker named Casparo. During the month of June, Scully was arraigned and duly tried before a General Court Martial which convened at Vicksburg pursuant to Special Orders No. 71, Headquarters of the 4th Military District, Lt. Col. Absalom

2. Copy of Due Bill, Andrew Hinton to Elias Schull, June 17, 1867, C.F.
Baird, Assistant Inspector General, presiding. The charges preferred against Scully involved both "malfeasance in office" and "conduct to prejudice of good order and military discipline." The former charge stemmed from testimony alleging that, on or about November 20, 1866, Captain Scully agreed to purchase from Julius J. Casparo 1,800 coffins at an unnecessarily high price of $2.50, and that he also stipulated that Casparo should pay him one-half of the profits from the aforementioned sale to the government. It was also claimed that on November 25, at or near Vicksburg, Scully received and paid for the coffins with public funds on vouchers and receipts to the United States Government signed by Casparo for the sum of $4,500, and did retain from Casparo $850 as his share of the profits from the sale.

The latter charge involved allegations that, on or about December 1, 1866, Captain Scully authorized and permitted Casparo to establish and operate a sutler's store at the Cemetery to sell to the employees of the Quartermaster Department goods and stores, and to receive in payment orders or checks which stated: "Capt. J.W. Scully, A.Q.M. Please pay to J. Casparo the sum of ___dollars, and deduct the same from my wages for the month of ____186__." Scully, when presented with checks of this nature, allegedly retained $800 from the pay due employees for the month of December ($1,866) which he then turned over to Casparo with the stipulation that he be given one-half of the...
To both of these charges, Captain Scully pleaded "Not Guilty." 4

Undaunted by the serious accusations brought against him, Captain Scully wrote President Andrew Johnson on July 6, informing the Chief Executive that:

... charges were made against me by [C.W. Folsom], based upon a statement made him by a man named Casparo, who was formerly in the Qr. Mas. Dept. at Nashville, but who subsequently had to leave there for forgery and swindling. I demanded a Court Martial, and am now in the second week of my trial. I am certain of our acquittal ... .

Believing the charges against him were the result of his employees' actions and not his own, he further addressed the President:

I have served Tennessee during the last war almost exclusively under your orders and directions. I have been selected by Your Excellency to perform some of the most important financial duties, and have received your approval; I received my appointment from you. I now ask that you set my character right before the Quartermaster General, and have it so ordered that some disinterested parties investigate my official conduct here. 5

Captain Scully was not the only individual involved in the trial to write to President Johnson, for on July 9, T.E. Halleck sent a letter to Johnson, confessing, "I am willing to Swear before God and heaven that I am the party and only party that was interested with J. Casparo


5. Ltr., Scully to President Andrew Johnson, July 6, 1867, C.M.P.
in this coffin contract at Vicksburg and Mr. President in order to do
Justice unto Capt. Scully I am willing to take the consequences."
Halleck further revealed that Captain Scully had ordered Casparo to
leave the Cemetery, issuing him a copy of an order prohibiting any
sutler's shops, and that seeking revenge, Casparo had, therefore,
offered the incriminating information to the Court Martial.  

L.W. Perce acting as counsel for Captain Scully, also availed
himself of the President's graces. Perce contended that the case for
the prosecution rested entirely on testimony of Casparo, who admitted
that he had sworn to secret agreements with Scully for the retention
of $850 upon vouchers paid Casparo for coffins. He further disclosed
that, on the part of the defense, it had been proven that it was
actually Halleck who had entered into partnership with Casparo for the
sale of coffins, totally without Scully's cognizance. Also, the pro­
secution had not at any time claimed that Scully ever received any
portion whatever of the profits from the sutler's store. Convinced
of Scully's innocence, Perce concluded:

I do not wish to make an argument in the case. But
simply to ask in Col. [Brevet rank] Scully's behalf
that if you can exercise a friendly influence in his
behalf, you will, and in so doing I can assure you,
you will aid one in dire extremity who has always,

6. Ltr., T.E. Halleck to President Andrew Johnson, July 9, 1867,
C.M.P.
and in all places warmly supported; and upheld and
demanded recognition of your high character and great
abilities.7

In spite of the testimony of Halleck, purporting his sole guilt,
the Court found Captain Scully guilty of the first charge, with the
exception of the specification that he paid "an unnecessarily high
price" for the coffins, and guilty of both the charge and specifications
in the second instance. He was sentenced "to be dismissed from the
service of the United States and to pay a fine of five dollars or be
imprisoned until such fine is paid." The sentence was never imposed,
for on August 13, 1867, President Andrew Johnson ordered that "the
findings and sentence of the General Court Martial in the case of
Capt. J.W. Scully, Assistant Quartermaster U.S.A., is hereby dis-
approved and he will be returned to duty." 8

At the time Folsom made his inspection in June of 1867, the
Cemetery was under the supervision of Lt. Col. Luther H. Peirce, who
had superseded Captain Scully and who, Captain Folsom felt, had "in-
stituted some needed reforms, and will reduce expenses, cut off use-
less employees, and direct the work to accomplishing only necessary
things." 9 Late in July, Colonel Peirce reported that he had made

7. Ltr., L.W. Perce to President Andrew Johnson, July 18, 1867,
C.M.P.

8. General Court Martial, Orders No. 48, August 13, 1867, C.M.P.

reductions in the number of Cemetery laborers, as well as in the laborers' wages. Employees were now paid $25 per month plus rations instead of $40, but salaries were paid promptly to avoid any further attempts at extortion. The work day was also extended to nine hours, with the laborers working every day from seven o'clock until noon and then again from two o'clock until six o'clock. Expressing faith in Peirce's administrative abilities, Captain Folsom had stated at the time of Captain Scully's trial that "should he be acquitted by the Court and returned to duty as Depot Q.M. at that time, I respectfully recommend that the Cemetery be not again entrusted to his charge as he has shown himself extravagant, immethodical, unbusinesslike and incompetent in the management of the same." After Scully's acquittal, by order of the President of the United States, an unpleasant situation was fortunately avoided due to the fact that Maj. John G. Chandler had written the Quartermaster General, stating, "I have the honor to request that a keeper be appointed to take charge of the Vicksburg National Cemetery."


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C. Increased Discontent with the Site

During 1867 there was talk of abandoning the Cemetery for one south of the city, on or near the Redding property. This movement gained increasing support as the cost of placing the adverse terrain in proper condition zoomed. In the opinion of Captain Folsom, "The whole affair of the purchase wears . . . the appearance of a gigantic swindle upon the government." It was credibly reported that A.H. Jaynes had bought 400 acres, including the present site of the Cemetery, approximately two years prior to the subsequent sale to the government at a cost of $6,500, or about $16.25 per acre. The forty acres obtained by the government, being one of the least desirable tracts in the property, was purchased at the "enormous" price of $9,000, or approximately $255 per acre.¹

In a letter to Secretary of War Stanton, Adjutant General Thomas admitted, "But for the heavy sum which has already been expended, I would recommend its removal to a more level position, and I think even now it would be economy in the end to do so."² After considering the matter fully, Inspector Folsom urged that the present site be retained, stating as his reason:

I think the Government has already been sufficiently victimized in the purchase of land for National

¹. Folsom, "Report of Inspection," June 1867, C.F.
². Ltr., Thomas to Stanton, July 1, 1867, C.F.
Cemeteries around Vicksburg; and that they will do well to confine there future expenditures to making the best of what they now own; which, though a bad and expensive bargain at first, is now ($65,000 having been spent on it,) rather a desirable and attractive piece of property.  

The work of reinterring the Union dead at Vicksburg continued into the following year, as the plans for the proposed relocation of the Cemetery had been dismissed. By late August of 1868, a total of 15,595 interments had been made at a cost to the government of $178,636.72. Of this number, 3,193 of the white soldiers and 130 of the Negro soldiers were known; 6,589 of the white soldiers and 5,458 of the Negro soldiers were unknown. Of the 133 officers interred at the Cemetery to this date, 83 were known. Also included in this number were the remains of 24 sailors, all except one being identifiable.  

Though no attempt was made to separate the burials of the known from the unknown, it is evident that, from its inception, the Cemetery was segregated according to race. Whereas the reinterments of the first white soldiers were displaced throughout sections A, B, C, D, E, F, G, H, and O, all of the initial reinterments of 543 Negro soldiers were in section M.  

4. Memorandum for National Cemeteries, August 29, 1868, C.F. (See Appendix B for a complete list of where the bodies were disinterred from.)  
5. "Information relative to the progress of work at the Vicksburg National Cemetery, with sundry abstracts relative to its completion," June 1867, C.F.
Rumors which circulated at this time, and which also exist to this day, maintained that the work of exhuming the dead soldiers was let out by contract for a specific price per skull. However, such rumors are unfounded, as it has been established that the work was carried out by salaried laborers under the employ of the Quartermasters' Department. From the commencement of operations, Captain Scully had earnestly instructed his laborers that "the work of reinterring the Union dead is in reality one continued funeral ceremony: and everything that would be out of place at a well-conducted Christian funeral would also be out of place here." 6

6. Orders of Capt. James W. Scully to Cemetery Laborers, November 24, 1866, C.F. (For a complete list of said orders, see Appendix C.)
D. Appointment of Supt. Alexander Henry and Construction of the Superintendent's Lodge

Early in 1868, Quartermaster Chandler had requested that 5,000 coffins be consigned to Lt. John R. Hynes, temporarily in charge of construction at the Cemetery pending the appointment of a permanent superintendent, to meet the demands created by an ever increasing number of reinterments.¹ Shortly thereafter, Lieutenant Hynes was authorized to rent one barge at not more than $30 per month and to purchase one skiff at a cost not to exceed $12 in an effort to expedite the removal of Union dead along the river.² A similar request had been submitted earlier by Captain Scully, but approval was not granted until this time. During the latter part of 1867, Hynes had also received orders to purchase or hew the lumber necessary for building a flume to drain the terraces before winter, so the work of reinterment could proceed quickly with the arrival of spring. Provisionary measures of this nature were taken, but in April 1868 Major Chandler reported:

... it will be impossible to secure the grounds of the Vicksburg National Cemetery against serious damage by washing hereafter unless brick open drains laid in cement are constructed at the foot of each terrace.

1. Ltr., Chandler to Meigs, January 29, 1868, C.F.
2. Ltr., Chandler to Lt. John R. Hynes, January 31, 1868, C.F.
Chandler estimated that approximately 500 barrels of cement and 500,000 hard burned bricks would be necessary to complete the job.³

On May 18, 1868, advertisements were submitted to local papers, stating that sealed proposals for the delivery of 500 barrels of Rosendale Cement were being accepted by the Quartermaster's Department.⁴ Earlier that month a similar advertisement had been released for 500,000 bricks to be used in construction of drains and culverts at the Cemetery.⁵

On July 2, however, Major Chandler wrote Quartermaster General Meigs to inform him that he had underestimated the number of bricks necessary for construction at the Cemetery by 250,000, and therefore requested permission to extend the contract which had been made to include the additional number.⁶ Subsequently, permission was granted by Meigs to extend the contract, made with Julius Witkewski of Vicksburg on May 28, 1868, for 500,000 bricks at $12 per 1,000, to include the additional request.⁷

By August 29, 1868, a superintendent had been appointed to supervise matters at the Cemetery. Alexander Henry, the first permanent

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3. Ltr., Chandler to Meigs, April 11, 1868, C.F.
4. Newspaper Clipping, (unnamed), May 18, 1868, C.F.
5. Newspaper Clipping, (unnamed), May 6, 1868.
7. Ltr., Meigs to Chandler, July 9, 1868, C.F.
superintendent, did not report for duty until September 9. At this time, the only available living quarters at the Cemetery was a barracks constructed for use by the laborers. Work was therefore begun to provide a suitable Lodge for the new superintendent and his family. By the end of December 1868, Capt. Samuel C. Greene, Acting Assistant Inspector General, could report, "The work has all been done in a good workmanlike manner, and the building is now ready for occupancy." The Lodge was 45 feet in length by 18 feet 3 inches in width, containing three rooms, each 16 feet by 14 feet and 11 feet from floor to ceiling. A platform, 44 feet 8 inches long and 6 feet 3 inches wide, ran along both the front and rear of the building. The walls and chimney tops were constructed of good quality red brick, as was the foundation, which extended 18 inches below the surface of the ground. Above the floor, the walls were nine inches thick.

The Lodge was provided with two fireplaces properly cased with sound hearthsides, with a wooden mantle piece suspended over each. The fireplace castings, as well as the window and door sills, were made


of iron. Six window frames, each containing twelve lights, were
contstructed along with two circular loft windows which supported fixed
blinds. Each of the two door frames was adorned by a two-panel door,
and all of the woodwork was painted white with the exception of the
platform floors, steps, base-boards and mantle frames which were
painted brown. The interior walls were well plastered and the floors
constructed of good hard pine.

Rafters, running over both the front and rear of the building,
were three feet by six inches and were placed four feet apart. These
supported the roof, covered with cypress shingles, which projected out
from the Lodge to afford shelter to the platform below. Four wooden
brackets which were attached to the walls with iron bolts stabilized
the roof where it projected. In addition, ornamental cuts were made
near the ends of the projecting portions.10

E. Early Erosion Control

Prior to Superintendent Henry's arrival, Capt. Lewis C. Forsyth had reported that successful steps had been taken to secure the terraces at the Cemetery against further slippage. It had been almost a year since Captain Scully had complained that "an almost incredible amount of labor has been necessary to simply repair the breaches made in the terraces by the rains." Forsyth believed that the trouble had arisen due to the nature of the subjacent earth lying immediately below the surface of the soil in combination with the nearby springs which furnished water almost six months of the year. This subjacent earth consisted primarily of clay, or soapstone as it was called, and whenever surface water reached this clay, it would pass between it and the superincumbent earth instead of penetrating to the next stratum. The soapstone dipped several degrees toward the river; and when wet, it formed a smooth surface over which the terraces, on occasion, had cause to slide. To alleviate this problem, heavy posts had been planted five feet below the line of this smooth surface, eight feet apart and bearing backward toward the mound above at an angle of approximately 30 degrees. Behind these posts, timbers were placed, extending from one to the next, to support the bank above. Behind the timber supports

1. Ltr., Capt. Lewis C. Forsyth to Chandler, June 8, 1868, C.F.
2. Ltr., Scully to Folsom, June 17, 1867, C.F.
were constructed reservoirs, into which all of the surface water was conducted. The water was then led by drains to meet the surface of the next terrace immediately below. When Forsyth made his report, all of the terraces had been properly sodded, and he confidently stated:

My experience with this work and my knowledge of the ground justifies me in venturing the opinion that these slides will not occur after the graves shall have become settled so as not to afford a resting place for water -- the surface will sit in grass and the terrace drainage completed.

Forsyth reported that all of the timber used was brought from abandoned land about eight miles from the Cemetery, and that several severe rains to date had failed to move the ground or damage the bulwark.

Captain Forsyth also reported that the Cemetery was situated such that the current of the river bore heavily on the Cemetery shore. This situation was caused by a sand bar which extended from the upper end of the De Soto Penninsula and had the effect of driving the current against the Cemetery shore. Fissures which appeared during the Spring of 1868 indicated that the current had by attrition made an impression on the bank below the surface. Forsyth warned that, in addition, the overflow of water from the river and the waves created by passing steamboats had produced, and would continue to produce, a "scraggy and rough" appearance to the shore along the lower portion of the Cemetery if it were not properly protected. In March, cottonwood trees had been planted on the shore ten feet apart to provide natural fence posts, but by June nearly all of the trees had been washed away by high water.
In conclusion, Captain Forsyth urged, "Should fissures again occur I would recommend the piling of the front and the construction thereon of a permanent wall." ³

Contrary to the assurances provided by Captain Forsyth, information reached Quartermaster General Meigs early in 1869, indicating that the land at the Cemetery was still subject to slides caused by water soaking into the soft surface soil. Consequently, Meigs ordered Maj. Alexander J. Perry to contact Frederick L. Olmsted of New York, one of American's most famous landscape architects, and to solicit his recommendation for a man competent to undertake the work at the Cemetery.⁴

In January, Olmsted wrote Meigs, suggesting a Mr. James Gall as being well qualified to superintend the work at the Cemetery.⁵ After receiving correspondence from Meigs concerning this matter, Gall wrote that he would be willing to lay out and superintend the work at the Cemetery for a fee of $15 per day plus expenses.⁶ However, Meigs felt the price was excessive and again wrote Olmsted, saying, "This is more than I think myself authorized to pay and I hope that you may be able

³. Ltr., Forsyth to Chandler, June 17, 1867, C.F.
⁴. Ltr., Meigs to Maj. Alexander J. Perry, January 1869, C.F.
⁵. Ltr., Fredrick L. Olmsted to Meigs, January 21, 1869, C.F.
⁶. Ltr., James Gall Jr., Civil Engineer, to Meigs, February 9, 1869, C.F.
to name some other skillful drainer who will be more moderate in his charges to the United States." 7 Olmsted responded that he knew of no one else who could perform the task as well as Gall, but that Gall had intimated to him that he would be willing to do the work for $10 a day. 8 Within a few days the matter was straightened out, and on February 26, 1869, Gall was requested to report to Quartermaster Chandler at Vicksburg as soon as possible. He was further instructed to examine the land slips at the Cemetery and to deliver a comprehensive plan for their prevention in the future. 9

At the end of March, Gall reported that the terraces were built so that each inclined inward to the base of the one above it, the best possible construction for preventing the surface soil from washing, but also the most likely to trap and absorb the greater part of the rainwater. "So that after a heavy rain, . . . the whole upper stratum of land is entirely filled with water, becoming so soft in some places that a man can not walk over it without sinking in up to his knees." The water, thus dammed up, would sink to a bed of hard, impervious, slippery, blue clay from which it passed downward from terrace to terrace. The movement of the water between the hard clay and the soft

7. Ltr., Meigs to Olmsted, February 13, 1869, C.F.
8. Ltr., Olmsted to Meigs, February 22, 1869, C.F.
9. Ltr., Meigs to Gall, February 26, 1869, C.F.
porous surface soil caused the latter to settle and slide, carrying off as much as 200 or 300 feet of terrace bank in many instances. This information confirmed what had previously been postulated by Captain Forsyth.

Gall mentioned that surface draining had been attempted, but that this procedure was a failure, the bricks in most places being displaced or broken. He offered a new plan as an alternative:

The plan which I propose for preventing in the future these disfiguring and damaging land slides on the Cemetery, is a thorough and systematic under drainage of each terrace, by means of tile drains laid at a depth of four feet or below the bottom of the graves, and twenty to thirty feet apart, according to the nature and condition of the soil.

Such a system would carry off soakage, as well as spring water, rapidly and directly to Mint Spring Bayou, thus preventing percolation and saturation. Freed from surplus water, the land would gradually harden and solidify.

Engineer Gall further recommended that a better surface drainage system be constructed of broad, shallow sod gutters. He suggested that the mounds over the graves be levelled and that the whole surface of each slope be properly graded and sown with grass seed. For the rebuilding of portions of terrace banks where slides had already occurred, it was his opinion that it would be necessary to lay dry stone base walls to support newly made slopes, many of which were perilously steep. To abate the problem caused by the springs that flowed freely
nearly six months out of the year, Gall proposed to tap each spring be­
hind the terraces, to collect the water in rough stone wells, and then
to conduct this water directly to the proposed under drains.

The land in the southwest corner of the Cemetery required an en­
tirely different treatment because of the action of the river and Mint
Spring Bayou, which were undermining the bases of the slopes. This,
combined with the action of the underground springs and the rain, had
caused the whole surface of the land to slip. Some portions had al­
ready sunk ten feet or more. Therefore, Gall admonished:

In connection with a thorough under drainage, it
will be necessary in order to save this part of
the Cemetery from total destruction to build a
strong retaining wall of stone laid in cement,
or a brace work of Cypress piles along the river
and bayou boundaries.

Engineer Gall estimated that the cost to construct such a system of
drainage would be $5,330.50. On April 23, 1869, 1st Lt. Wallace W.
Barrett, Acting Chief Quartermaster at Vicksburg, acknowledged receipt
of orders from Quartermaster General Meigs approving Engineer Gall's
recommendations and directing that the improvements be made at the
earliest possible date.

10. Report of Civil Engineer James Gall Jr. to Meigs, March 30,
1869, C.F.

11. Ltr., 1st Lt. Wallace W. Barrett, Actg. Chief Q.M. at Vicks­
burg, to Meigs, April 23, 1869, C.F.
The work of providing the Cemetery with a thorough system of underground drainage progressed rapidly at first, but by June, Lieutenant Barrett informed Meigs that to complete the work at the Cemetery with the greatest economy it would be necessary to hire an additional 150 laborers until the drain tile was laid. Barrett put forth this request after the labor force at the Cemetery had been drastically cut, pursuant to General Order No. 30 issued by the Headquarters of the United States Army.12 During the month of July, Quartermaster General Meigs received an unexpected letter from Horace Greeley, Editor of the New York Tribune, lodging this informal complaint:

Mr. James Gall, ... whom I know as a faithful responsible man, is renovating the National Cemetery at Vicksburg, Miss. He writes me that his force has been so reduced that the job can not be finished before the Fall rains, and that great damage and loss will thus accrue to the government, which might be precluded by driving the work through this summer. I submit the case to your consideration.13

In reply, Meigs explained to Greeley that the reduction of the force made in compliance with General Order No. 30, requiring a reduction of the number of employees in the Quartermaster's Department by two-thirds, was expected to save the government millions of dollars. He further contended that since the quantity and importance of work were taken under consideration in fixing the number of laborers for

12. Ltr., Barrett to Meigs, June 18, 1869, C.F.
each geographical department, it would be unwise to make any changes or departures from the General Order at that time. 14

Work at the Cemetery proceeded slowly throughout the following year under the strained efforts of a debilitated labor force. Heavy rains, causing severe damage to the terraces, also increased the amount of work necessary approximately three-fold. In June 1870, Gall reported that one-third of the damaged portions of the Cemetery had been repaired, but that a second, and sudden, reduction of the number of employees occurring on June 18 had caused all work at the Cemetery to come to an abrupt halt. He gave this bleak account of the unfinished portion of the Cemetery:

Of the damaged portion of the Cemetery there now remains about two thirds that require a thorough reconstruction, including drainage, reshaping of slopes and all other work necessary to secure the land in future against slides. One terrace on this damaged portion contains a slide of 500 feet long and 30 feet wide, which has sunk to a depth of 8 to 10 feet, carrying down and heaping in confusion about 300 bodies and seriously damaging the two terraces below it.

Gall did state, though, that "on the reconstructed part of the work, the causes of the land slides have been removed, and the work, so far as completed, will now, I feel confident, stand." In addition, the greater portion of the main Cemetery road had been entirely rebuilt and provided with gutters and silt basins to carry off rainwater; and approximately two-thirds of the old wooden flume which ran along

14. Ltr., Meigs to Horace Greeley, July 16, 1869, C.F.
the northern end of the Cemetery had been replaced with a new brick sewer. Besides the work of reconstruction completed under Gall's direction, a new section of the Cemetery had been prepared to accommodate 700 bodies which had lain exposed for over a year.\textsuperscript{15}

Earlier in May, while making an inspection of the Cemetery, 1st Lt. Eugene B. Gibbs had noticed the skeletons, mentioned above, lying on the ground exposed to public view. At that time he had commented, "The condition of the cemetery I consider disgraceful (excepting the main road and the work which is now being done)." \textsuperscript{16} After receiving Lieutenant Gibbs' report, and even at this late date, Maj. Asher R. Eddy did not think it intemperate to suggest:

The condition of the cemetery from the representations of the officer making the inspection leads me to believe that it would be better economy to the government, taking in consideration the large expense already incurred, to abandon the present site, removing the bodies, and locating the cemetery on some suitable spot on one of the battlefields nearby, believing that the continual encroachment of the Mississippi river which is continually undermining and making inroads on its bank (which the nature of the soil does not appear to withstand) in time will endanger the present site, and probably render the removal of the remains a necessity.\textsuperscript{17}

\begin{itemize}
\item \textbf{15.} Ltr., Gall to Meigs, June 22, 1870, C.F.
\item \textbf{17.} Ltr., Eddy to Meigs, July 14, 1870, C.F.
\end{itemize}
At the conclusion of his report, Lieutenant Gibbs had suggested that affairs might be improved if the present superintendent were relieved of duty. This would seem, however, to be an unjust appraisal of Superintendent's Henry's performance, for all matters at the Cemetery still remained under the charge of the Vicksburg Quartermaster's Depot. Henry's duties consisted primarily of attending to the Mortuary Records, keeping the time of employees, and answering the questions of visitors to the Cemetery.

Work at the Cemetery once again resumed a normal pace in August 1870, as the Secretary of War removed the previous limitations on labor. Shortly after the restrictions had been removed, Major Eddy received these instructions from the Office of the Quartermaster General:

You are . . . requested to take the proper steps to completed the National Cemeteries under your charge with the least possible delay....To do so, you are, by direction of the Division Commander, authorized to employ the necessary force....Your particular attention is called to the National Cemetery at Vicksburg, which should be completed before November next when the Winter rains set in.

Only three days prior to the order, 2nd Lt. Theophilus W. Morrison, Quartermaster at Vicksburg, listed the work remaining to be completed at the Cemetery as follows: a) 8,000 lineal feet of slides to be re-


20. Ltr., Lt. Col. John C. McFerran, Deputy, Q M G , to Eddy, August 9, 1870, C.F.
paired; b) surfaces of all unfinished terraces to be gravelled, manured, rolled, etc.; c) 200 bodies to be lifted and reinterred in another part of the Cemetery; d) 30,000 lineal feet of drainage pipe and tile to be laid; e) 4,000 lineal feet of road to be graded; f) 470 lineal feet of stone retaining wall in bayou at outlet of main sewer and below main road on south side of the Cemetery to be erected; g) 4,000 lineal feet of brick gutters to be laid along the road; h) 75 lineal feet of main brick sewer to be finished; and i) general maintenance work and cutting of the grass. Lieutenant Morrison advised that he would require the services of 40 laborers at $1.50 to $1.75 per day in addition to the ½ laborers presently employed, two masons at $100 per month, one foreman at $100 per month, two cart boys at 80¢ per day, and one watchman at $2 per day. With this additional labor force, he estimated that the work at the Cemetery could be brought to a conclusion in one year. 21

At that time of his report, Lieutenant Morrison also indicated that nearly all the old headboards at the Cemetery were in a state of decay, and that they would require prompt replacement. 22 In October of the same year, the matter was again brought to the attention of Major Eddy by Engineer Gall. 23 Unfortunately, the headboards had been

22. Ibid.
23. Ltr., Gall to Eddy, October 12, 1870, C.F.
left in this condition for some time, and had thus rendered the task of copying the names and home states of the deceased to permanent burial sheets most difficult. It was nearly impossible in many cases to distinguish between the abbreviations: N.J., N.Y., and N.H., Minn., Mo., Me., Mich., and Mass., Ill., Ind., and La.

Engineer Gall further elaborated on the defects of the then existent system of marking the graves with wooden headboards. They decayed rapidly and required renewal at least every four years; they also obstructed the proper maintenance of the Cemetery, as neither a lawn mower nor a scythe could be manipulated between them. Especially at Vicksburg, where three-quarters of the dead were unknown, they were practically useless and gave the grounds an unnecessarily gloomy appearance.

Instead of individually marking each grave with a headboard, Gall proposed:

to place at each end of the two longest outer lines on a terrace a small marble obelisk shaped monument about 18 inches high and 8 inches at the base, and having simply the letter of the section, the number of the grave at the head of which it is placed, inscribed upon it.

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24. "Preface," Vicksburg Office Mortuary Records, Dept. of the Cumberland, Louisville, Ky., June 23, 1869, C.F. -- All names were classified on the burial sheets according to native state. The lists were then forwarded to the respective state for correction. After all corrections had been made, the names were placed on an Honor Roll. Records of interment of the deceased of the U.S. Army and Navy were forwarded to the Adj. Gen.'s Office in Washington.

25. Ibid.
Gall emphasized that since all of the graves were in straight lines, with the distance between them duly recorded, any visitor to the Cemetery could readily locate any particular grave with a map. Gall concluded his argument by stating that if the balance of the lines between the monuments was subsequently filled with trees, such a system would not only materially reduce the cost of maintaining the Cemetery, but would also improve the beauty and give it the appearance of a wooded park. 26

In November, Gall reported that he had found the cost of erecting marble monuments to be too expensive, but that he had investigated the use of other materials. He proposed, therefore, that 520 monuments be constructed of brick, coated on the outside with smooth cement. At $1 apiece, this would amount to only the slight cost of $520; and since they could be built in place, the risk and expense of breakage and defacement as a consequence of handling and transportation would be avoided. Gall lastly informed Eddy that the smooth cement surface, in time, became harder than marble, but that the numbers and letters could be carved in it before it dried. 27 However, Quartermaster General Meigs, after consulting a copy of "An act to establish and to protect national cemeteries," judged that Engineer James Gall's proposal lay

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26. Ltr., Gall to Eddy, Oct. 12, 1870, C.F.
27. Ltr., Gall to Eddy, Nov. 14, 1870, C.F.
outside the bounds of the Act.

Nothing less than a marker with name, rank, regiment and date will in my opinion satisfy the requirements of each known grave and to the unknown we should at least give a specific designation of the resting place of one who sacrificed his life and the identity of whose remains has not even been preserved by his comrades.28

Shortly thereafter, Maj. Judson D. Bingham informed Colonel McFerrand that the Quartermaster General had authorized him to provisionally erect brick obelisks in accordance with the plan prescribed by James Gall, but added that the subsequent placing of headstones, as required by law, would shortly make them obsolete.29

At the end of June, 1871, 2nd Lt. Isaac O. Shelby, Quartermaster at Vicksburg, estimated that all construction at the Cemetery could be brought to a conclusion during the four dry months from July 1 to October 31. Since January 1 over 50 inches of rain had fallen at Vicksburg, but Lieutenant Shelby was pleased to report:

Having been tested to an extraordinary degree during the past four or five months by the excessive and heavy rains which have fallen, and not having been affected by them in the least, it is confidently believed that that portion of the Cemetery which has been completed, is finished on a permanent and substantial basis.30

28. Memorandum, Meigs, Dec. 1, 1870, C.F.
30. Report of 2nd Lt. Isaac O. Shelby to Eddy, June 24, 1871, C.F.
Quartermaster General Meigs conceded that the work had no doubt been protracted by the limitations on labor imposed by the War Department, but that after those same had been modified, he was pleased with the rapid progress made at the Cemetery.\textsuperscript{31} Lieutenant Shelby had at his disposal 67 laborers, receiving a combined salary of $3,250.80 per month, to complete the work which he estimated would cost an additional $13,874.80.\textsuperscript{32} In a report submitted on July 13, Shelby listed the work remaining to be done as follows: a) 1,070 lineal feet of brick gutters to be built; b) 20 silt basins to be constructed; c) 9,400 lineal feet of tile pipe to be laid at an average depth of four feet; d) 5,445 lineal feet of terrace embankment to be rebuilt at an average height of eight feet; and e) 229,700 square feet of terrace embankment to be graded, manured and grassed.\textsuperscript{33} Anxious to see the end, Quartermaster General Meigs ordered, "Let the work be completed. It is one requiring great skill of a kind in which eminent engineers have spent hundreds of thousands and then failed."\textsuperscript{34}

\textsuperscript{31}. Memorandum, Meigs, July 5, 1871, C.F.

\textsuperscript{32}. Report of Shelby to Eddy, June 24, 1871, C.F.

\textsuperscript{33}. Report of Shelby to Eddy, July 13, 1871, C.F. (See Appendix D for a complete list of all work completed for the Fiscal Year commencing July 1, 1870, and ending June 30, 1871.)

\textsuperscript{34}. Memorandum, Meigs, July 5, 1871, C.F.
F. Construction of the Enclosing Wall

During the first half of 1873, a decision was made to erect a permanent and stable enclosing wall around the perimeter of the Cemetery, and advertisements for bids were therefore formally circulated. However, the routine procedure employed in contracting for such construction work became hopelessly entangled in a sticky web of intrigue, collusion, and calumny. On July 7, 1873, Capt. Andrew J. McGonnigle, Assistant Quartermaster, informed Messrs. Frederick Wiesing and S.G. Fletcher that their bid for $2.50 per lineal foot for construction of an enclosing wall at the Vicksburg National Cemetery had been accepted and that the contract would be forthcoming.1 When Wiesing had not received the contract by August 11, he wrote McGonnigle requesting that it either be sent to him immediately or that some explanation be offered as to why the acceptance of his low bid had not been followed by the contract as promised.2 Quartermaster General Meigs responded, "In reply to your letter of the 11th instant, you are advised that a communication was received at this office on the 25 ult. signed by Mr. S.G. Fletcher, as 'Business Manager for Wiesing and Fletcher,' declining to enter into the contract for the wall at the Vicksburg Cemetery."3

2. Ltr., Wiesing to McGonnigle, August 11, 1873, C.F.
3. Ltr., Meigs to Wiesing and Fletcher, August 15, 1873, C.F.
In the interim, Meigs had informed William Stanton that he had been awarded the contract as the next lowest bidder. 4

The very next day, Stanton explained to Lieutenant Shelby that, at the time he made the bid, he was in a position to carry out the contract, but that much time had elapsed since then and he was now unable to do so. He therefore advised, "Please notify Genl. Meigs immediately of my non acceptance." 5 On August 20, Meigs received notice from Wiesing that Fletcher's declination had been made without his approval or knowledge. He proceeded to explain that he had joined in partnership with Fletcher, a bricklayer, at the time of submitting the bid. Wiesing commented that since that time he had broken off all business relations with Fletcher, who, he claimed, "is unfortunately addicted to drink, and (I am informed) when drunk, fell into the hands of other parties who are endeavoring to secure this contract, and -- his letter was the result." 6

In a letter to Meigs dated September 5, Wiesing named William Stanton and J.H. McKanna as the parties who had coaxed and bribed Fletcher, at a time he was intoxicated, in to writing the letter of declination. He further charged that Stanton had declined the contract

4. Ltr., Meigs to William Stanton, July 25, 1873, C.F.
5. Ltr., Stanton to Shelby, Aug. 16, 1873, C.F.
6. Ltr., Wiesing to Meigs, Aug. 20, 1873, C.F.
in order that McKanna might secure it at a higher price. Wiesing explained that "this course was taken by Stanton in order to secure the contract to himself and McKanna, they having been partners for many years." 7 Ten days later, Meigs received another letter from Fletcher, stating that he had never had any intention of withdrawing from the contract and had made every preparation to comply with its stipulations. He did mention that certain parties had caused him to believe that stone coping would be required for the wall, but added, "I intimated no desire to withdraw from my contract unless the stone coping would be required without additional compensation." Having found that such was not the case, Fletcher wrote, "Mr. F. Wiesing without my knowledge or consent, has written to you to say, that I had withdrawn from my contract to build the wall to which communication you will of course give no heed, as he has written without any authority of mine." 8

In August, Meigs had advised against awarding the contract to McKanna as he felt that there had been definite indications of collusion. 9 The contract was therefore again awarded to Wiesing, and

7. Ltr., Wiesing to Meigs, Sept. 5, 1873, C.F.
8. Ltr., Fletcher to Meigs, Sept. 15, 1873, C.F.
9. Memorandum, Meigs, August 21, 1873, C.F.
on September 17, he returned six copies of the contract properly executed and duly signed. F Fletcher was subsequently notified that his earlier letter of declination "must be considered as final."

During the same month, Wiesing received instructions to commence work on the brick wall on or before October 1. Earlier in May, Engineer Gall had suggested that an iron railing be erected instead of a brick wall. However, the proposal was never acted upon, as the estimated cost of erecting such a railing, $5.50 to $8.45 per lineal foot, did not compare favorably with Wiesing's low offer of $2.50.

One proposal that did receive favorable consideration concerned the positioning of iron gates. The original contract had called for one large iron gate and two small ones, but Lieutenant Shelby suggested to Meigs that such a plan would be impracticable for the following reasons. At this time there were three carriage entrances to the Cemetery, situated at three points along the Yazoo Valley Road. They were so constructed that a vehicle entering the northern entrance had to pass out either the southern or central entrances. A carriage entering either the northern or southern entrances passed over the Main drive, which formed a semi-circle. Thus, entering from either the north or south

10. Wiesing to McGonnigle, Sept. 17, 1873, C.F.

11. Ltr., Meigs to Fletcher, Sept. 19, 1873; Ltr., McGonnigle to Wiesing, Sept. 22, 1873, C.F.

12. Memorandum, McGonnigle, Sept. 18, 1873, C.F.
one would exit through the central entrance. Both the main and central drives were wide enough to allow two carriages to pass, but neither was wide enough to allow a carriage to turn around. Therefore, Shelby recommended that the contract be changed to include three large iron gates, one at each entrance, and one small iron gate, for pedestrians, situated in front of the Superintendent's Lodge near the central entrance. He further suggested that six heavy guns lying in the Cemetery be used as posts for the iron gates in place of stone posts, but this proposal was never executed.  

Late in October, McKanna wrote to inform Meigs that Wiesing had made arrangements to form a partnership with the firm of Morgan and Beresford. The latter were to furnish all of the materials, labor, and money, and to divide the profits with Wiesing. However, they refused to commence work when Wiesing declined to grant them power of attorney to draw all money from the government. McKanna related that on October 1, Wiesing had taken a few laborers out to the Cemetery and had dug up a few yards of dirt, but had given no indication that he was prepared to execute the work. The brick-making season had already passed, and Wiesing was unable to locate anyone who would sell him the bricks he needed. Therefore, McKanna once again requested

13. Ltr., Shelby to Meigs, August 20, 1873, C.F.
that he be awarded the contract, stating that Wiesing's contract had become null and void when he did not begin working on October 1.\textsuperscript{14}

In November, Lieutenant Shelby submitted a report to Meigs that substantiated the information offered by McKanna. Shelby stated, "Mr. Wiesing is not a contractor nor is he familiar with any of the work imposed upon him by the terms of the contract." After making an investigation, Shelby believed there was not a single contractor or sub-contractor in Vicksburg who would come to the aid of Wiesing. Shelby further commented, "to add to his embarrassment, one (and perhaps both) of his sureties is making every effort to withdraw from his bond."\textsuperscript{15}

In December, Wiesing admitted that he would not be able to complete the work according to the contract and requested an extension of six months commencing on March 1, 1874.\textsuperscript{16} Shortly thereafter, his sureties, Messrs. Baum and Fischel, applied to Quartermaster General Meigs for a release from their obligations, stating that Mr. Wiesing was the keeper of a "large beer saloon" which he did not own and was totally incapable of meeting the demands of the contract. They further requested that,

\begin{itemize}
  \item \textsuperscript{14} Ltr., McKanna to Meigs, October 23, 1873, C.F.
  \item \textsuperscript{15} Ltr., Shelby to Meigs, Nov. 7, 1873, C.F.
  \item \textsuperscript{16} Ltr., Wiesing to McGonnigle, Dec. 15, 1873, C.F.
\end{itemize}
if it were impossible for the government to release them as sureties, they be permitted to assume the contract. 17

Early in February 1874, Meigs informed Wiesing that his actions thus far had been interpreted as an abandonment of the contract, and as a result of his inability to prosecute the work, a request submitted by Messrs. Baum and Fischel, to allow them to execute the work, had been favorably approved. 18

Later that month, Meigs granted the petition of Messrs. Baum and Fischel to extend the contract to October 31, 1874, as the rainy season had precluded the burning of bricks until April 15. Meigs added, "It must be understood, however, that, if from any lack of diligence on your part, the wall is not finished by Oct. 31, 1874, it will be completed by the U.S. at your expense." 19 By April 9, James Gall could report, somewhat relieved, that Messrs. Baum and Fischel were making preparations to begin work, collecting wood and selecting sites for brick yards. He reported also that the contractors had decided to sublet the actual work to two different parties. One of those parties was Messrs. Stanton and McKanna. 20

17. Ltr., Messrs. Baum and Fischel to Meigs, Dec. 27, 1873, C.F.
18. Ltr., Meigs to Wiesing, February 2, 1874, C.F.
19. Ltr., Meigs to Messrs. Baum and Fischel, February 21, 1874, C.F.
20. Ltr., Gall to McGonnigle, April 9, 1874, C.F.
On June 15, 1874, nearly a year after the first contract had been let to Messrs. Wiesing and Fletcher, work finally commenced on the enclosure wall at the Cemetery.\(^{21}\) Adopting a suggestion made by Gall, authority had been granted for the hiring of a competent bricklayer to superintend the work.\(^{22}\) Due to the rugged and uneven terrain, a great deal of grading was necessary before work could actually begin on the wall itself. Gullies were filled, hills levelled, and a large amount of extra foundation was laid to assure the stability of the wall.\(^{23}\) Against some opposition, Gall urged that the wall be extended along the river front. The engineer assured that it would be perfectly safe and economical to do so. He had, by careful soundings and close examination, established a line three feet above the highest known water mark which included every portion of ground that contained graves. Gall maintained that a wall along the river was necessary as it was the most exposed portion of the Cemetery, easily invaded by gatherers of driftwood, fisherman, flat-boatmen, washerwomen, and pedestrians wishing to get quickly from the river bank to the Yazoo Valley Road.\(^{24}\)

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21. Ltr., Gall to McGonnigle, June 15, 1874, C.F.
22. Ltr., McGonnigle to Shelby, April 18, 1874, C.F.
23. Ltr., Gall to Meigs, July 19, 1874, C.F.
24. Ltr., Gall to Meigs, August 15, 1874, C.F.
On August 22, orders were received to "construct a wall on river front." 25

The work progressed steadily, and by September, Messrs. Baum and Fischel reported that they were ready to lay the coping and pilaster caps at the additional cost of five cents per lineal foot. 26 Earlier in August, an agreement had been reached to mix equal portions of lime and cement in the mortar for the coping. 27 By the end of October, Gall reported that the wall was nearly completed, with only 200 lineal feet of wall and the hanging of the gates remaining to be done. 28

On December 31, 1874, Engineer Gall reported making a final inspection of the Vicksburg Cemetery enclosing wall. The wall, which he considered a good one, contained the proper basins, grading, culverts, drainage outlets, and necessary extra foundation at its weak points. Gall added that the wall had been the cheapest to build in the whole Department. 29

In September of 1874, Gall had recommended that all but 800 feet of the old wooden fence be sold. The retained 800 feet, he felt, could

25. Telegram, Capt. Almon F. Rockwell, A.T.M., In-Charge of Cemeteries, to Gall, Aug. 22, 1874, C.F.
26. Ltr., I.F. Baum to Rockwell, September 5, 1874, C.F.
27. Ltr., Gall to Meigs, Aug. 17, 1874, C.F.
28. Ltr., Gall to Rockwell, Oct. 30, 1874, C.F.
29. Ltr., Gall to Rockwell, Dec. 31, 1874, C.F.
be used to enclose a portion of ground on the river front between the new brick wall and the low water line of the river.\textsuperscript{30} Capt. Almon F. Rockwell, Assistant Quartermaster In-Charge of National Cemeteries, recommended that the entire fence be sold.\textsuperscript{31} However, on October 1, Capt. Rockwell was obliged to instruct Lieutenant Shelby to pile up the wood from the fence for future use for fuel and repairs, since Quartermaster General Meigs disapproved of selling the fence because the Department would be unable to keep the profits.\textsuperscript{32}

\begin{itemize}
\item \textsuperscript{30} Ltr., Gall to Meigs, Sept. 7, 1874, C.F.
\item \textsuperscript{31} Ltr., Rockwell to Gall, Sept. 26, 1874, C.F.
\item \textsuperscript{32} Ltr., Rockwell to Shelby, October 1, 1874, C.F.
\end{itemize}
G. Construction of the Office

Maj. Oscar A. Mack, Inspector of National Cemeteries, making an inspection of the Vicksburg National Cemetery in March of 1873, found that one of the three rooms in the Superintendent's Lodge was being used as an office. This situation, he maintained, was extremely inconvenient for Superintendent Henry and his rather large family, and he therefore recommended "that authority be given to erect a suitable office, the cost not to exceed one thousand dollars." ¹

Superintendent Henry suggested that the office be placed on the north side of the entrance to the Center drive, which would be a convenient location for visitors to stop to inquire about the Union dead. He added that this would also put it in proximity to the Lodge.²

During the summer and fall of 1873, the construction firm of J.H. McKanna erected a one-story brick office on the site proposed by Superintendent Henry. In November, Civil Engineer A.O. Eckelson inspected the new building and found that it had been built according to plans and specifications.³ Inspector Mack, returning to the Cemetery in May of 1874, commented, "A new office has been built since my last

¹ Ltr., Maj. Oscar A. Mack, Inspector of Nat'l. Cems., to Meigs, March 27, 1873, C.F.
² Ltr., Henry to Meigs, May 10, 1873, C.F.
³ Ltr., A.O. Eckelson, Civil Engineer, to Meigs, Nov. 27, 1873, C.F.
inspection and is very convenient for business -- and adds much to the comfort of the Superintendent by giving more room for his family in the lodge."  

H. Development from 1873-1876

On the 1st of March 1873, Civil Engineer James Gall visited the National Cemetery at Vicksburg and proudly reported that "the Cemetery... presented a fine appearance. The roads and terraces were all in excellent condition, not a single break having occurred in any of the 22,000 feet of terrace embankments during the past Winter."

All of the drainage systems were operating perfectly, and the cost of maintenance, with the exception of the ordinary policing of the grounds, had been kept to a minimal sum of $50 for the winter. Mowing machines had been used to cut the grass during the summer of 1872. These were found to be far more economical and satisfactory than hand labor. Work on the embankment in the southwest corner of the Cemetery and in the bayou below had been left unfinished when work was suspended in December of 1872, but a pile dam had been constructed in Mint Spring Bayou to prevent slides along the embankment which supported the Main drive at that point.¹

Also in March, Secretary of War William W. Belknap directed that two ten-inch columbiad guns, lying near the steamboat landing, and one nine-inch Dahlgren gun, lying in the road halfway between Vicksburg and the Cemetery, be removed to the Cemetery.² Earlier in January,

1. Ltr., Gall to Meigs, March 1, 1873, C.F.
2. Ltr., Mack to Meigs, March 8, 1873, C.F.
Lieutenant Shelby had reported that the Cemetery already possessed seven guns, all of which were 32-pounders. By June, the two columbiads and the Dahlgren had been transported to the Cemetery, and all ten guns were lying near the Lodge until an appropriate place could be provided for them.

In May 1873, Lieutenant Shelby requested authority to hire additional laborers to complete the unfinished work in the southwest corner of the Cemetery. At this time he also asserted:

> It is hoped by the Engineer, Mr. Gall, as well as myself, that necessity will require for the present at least, no further expenditure on account of the dams and embankment at this Cemetery. Yet its location is such, that to keep it in repair will ever be a source of no inconsiderable expense.

The work had resumed in March by order of the Quartermaster General, and $900 had been appropriated for the purpose. Engineer Gall felt, however, that Lieutenant Shelby's comments about the Cemetery had been unnecessarily harsh, and he therefore retorted, "The Cemetery is, in some respects, as Lieut. Shelby says, badly located, but as now constructed it stands well, looks well, and costs but a small amount annually for actual repairs."

3. Ltr., Shelby to Meigs, Jan. 25, 1873, C.F.
4. Ltr., Shelby to Meigs, July 26, 1873, C.F.
5. Ltr., Shelby to Meigs, May 27, 1873, C.F.
6. Ltr., Gall to Bingham, June 12, 1873, C.F.
The following spring, heavy rains caused major damage to the highest embankment in the Cemetery. This terrace, which stood 80 feet high, had been constructed in the southwest corner of the Cemetery during the summer of 1873. During one 48-hour period, alone, nine inches of rain pelted the Cemetery embankments. Surprisingly, though, the rest of the Cemetery escaped serious injury. Heavy rains and overflowing waters from the river again damaged the Cemetery in late April, but additional laborers were quickly hired to repair the affected areas. Concerning Superintendent Henry's actions in the matter, Captain McGonnigle commented, "Supt. Henry of the Vicksburg Cemetery appears to have acted energetically and is deserving of praise. All reports which reach this office concerning him, represent him to be a very faithful and efficient supt." 8

Major Mack, making an inspection of the Cemetery in May 1874, found that nine extra laborers were at work restoring the injured terraces to their proper state. The superintendent's regular force consisted of four laborers, receiving $35 per month, and a gardener who received $50 per month. Since Mack's last inspection a small greenhouse had been erected, where the superintendent was propagating various ornamental shrubs and plants. Particularly he noted, "The Supt... is trying to raise the 'Eucalyptus Globulus' from the seed -- this is

7. Ltr., Gall to McGonnigle, April 10, 1874, C.F.
8. Memorandum, McGonnigle, May 1, 1874, C.F.
the tree reported to have anti-malarial properties." According to Mack, "The Supt. seems to be very energetic and zealous, and understands his duties here thoroughly. The Cemetery is looking finely where the grass is cut and is generally in good order." 9

On more than one occasion, Superintendent Henry received a commendation for his performance at the Cemetery, but in September 1874, Lieutenant Shelby suddenly requested that Henry be discharged and that John Trindle, superintendent at the Natchez National Cemetery, be transferred to Vicksburg to replace him. Major Mack admitted that in a conversation with the engineer, James Gall, "he told me the Supt. was given to periods of excessive drink, and that at times he suffered in consequence from delirium tremens." Mack emphasized, however, that "I have always found Supt. Henry in good condition. He is a man of good appearance, prepossessing manners, and of more than ordinary intelligence." As a result of this long-standing opinion, Major Mack recommended that Superintendent Henry be transferred to Baton Rouge National Cemetery where he would be under the constant supervision of an officer. Mack concurred in the recommendation of John Trindle, 10 and the transfer was made before the end of October.

In February of 1875, Engineer Gall requested an appropriation of $500 for improving the Yazoo Valley Road which ran along the east front of the Cemetery. The road displayed numerous ruts and holes, making it nearly impassable for travel in wet weather and unsightly at all times. Gall proposed to fill the road to a proper grade, to provide for adequate drainage, and to plant shade trees along the Cemetery wall. On March 12, Captain Rockwell approved Gall's recommendation and ordered that the work be done under his supervision. The road was a public thoroughfare and not on government land, but Gall said that, unless these steps were taken to improve and protect the road, it would disappear in a very few years.

By May of 1875, when Major Mack made his routine inspection of the Cemetery, a row of trees had been planted along the wall facing the Yazoo Valley road. Wooden posts had also been placed three feet apart to act as fenders to keep teams from driving against the wall. The former entrance to the Cemetery at the southeast corner had been closed, and a circular return was being constructed around a gun monument on the main drive in order to reroute the traffic. The northern entrance on the Yazoo Valley road has also been discontinued, thus leaving the Central entrance near the office as the only point of ingress into the Cemetery. Inside the entrance, a side drive was

11. Ltr., Gall to Rockwell, Feb. 14, 1875, C.F.
12. Ltr., Rockwell to Gall, March 12, 1875, C.F.
13. Ltr., Gall to Rockwell, March 17, 1875, C.F.
under construction to allow for the presence of several carriages at the same time. 14

All of the remains of the Civil War dead, except for a few scattered skeletons to be exhumed many years later, had been removed by this time to the National Cemetery. The graves in 1875 numbered 16,588. 15 At the time of Major Mack's inspection, marble headstones had been erected at the graves of all of the known dead, and workmen were just completing the placement of marble blocks at the graves of the unknown. Slabs had also been received from the families and friends of many of the soldiers interred at the Cemetery. Mack recommended that these be placed back to back with the government slabs already erected; or, if the individually furnished slab were tall enough to show its inscription over the government slab, that it be placed facing the same direction. Major Mack also indicated that now the headstones were up, the cutting of grass would be a much more difficult task. He did not believe that the horse mowers could be used any longer without damaging the headstones and admonished, "The mowing machine should be banished entirely now from the burial sections." 16

15. See Appendix E for "Classified Statement of Interment," John Trindle, June 30, 1875, C.F.
The ten guns, previously lying near the Superintendent's Lodge, had by this time been placed throughout the Cemetery as decorative monuments. The only other monument in the Cemetery, though by far the most significant, was the Grant-Pemberton Surrender Monument which adorned, in the southwest corner of the Cemetery, the hill, marked "b" on Folsom's Map, and referred to as the Indian Mound because it was reputed to be the ancient ceremonial burial site of indigenous Indian tribes. The monument, which formerly marked the site of the historic interview between Generals Grant and Pemberton, was moved to a safer location after vandals had chipped and defaced its marble surface. It was erected at its original site on July 4, 1864, by Federal troops then stationed at Vicksburg. The monument was first moved to the Vicksburg Railroad Depot in 1867, and an upright 42-pounder gun was erected in its place. In 1868, the monument was finally moved to the National Cemetery to be placed atop the Indian Mound. By 1875, an arbor had also been constructed on the Indian Mound in proximity to

17. Ibid.
19. Extract in the Louisville Journal from the Chicago Journal, April 6, 1867, C.F.
the surrender monument. Vines covered the outside of the arbor, and benches were positioned within for the comfort of visitors.  

During the summer months, travel to the Cemetery was especially heavy, and therefore Engineer Gall recommended that two cisterns be constructed to accommodate the visitors. He proposed building one near the office for the exclusive use of the visitors and the other near the stable yard in the western portion of the Cemetery for the use of the stock, laborers, and any visitors who might be in that part of the Cemetery. Gall estimated that the cost for erecting the cisterns at $200 and $600 respectively, and added that both were greatly needed, as on Decoration Day the number of visitors often totaled 2,000.  

In an inspection report submitted January 29, 1876, James Gall related that the water supply at the Cemetery had been substantially improved by the construction of two good-sized cisterns. In addition, a third, pre-existent cistern was situated near the Lodge. The work, authorized in 1875, of improving the road which ran along the east front of the Cemetery had also been completed in a satisfactory manner. All the 30,000 feet of terrace embankment in the Cemetery at this time stood solidly and securely, thus moving Engineer Gall to predict that "after the close of the present fiscal year I think that little will need to be expended on account of repairs to this Cemetery beyond the ordinary cost of maintenance."

22. Ltr., Gall to Rockwell, May 27, 1875, C.F.
There were no walks in the Cemetery in 1876, but the tree-lined carriage drives were constructed so as to afford access to most of the burial sections. Approximately 500 young magnolia trees, as well as a number of cedars, holly, and other deciduous and evergreen trees, were growing in the Cemetery greenhouse. The magnolias were later to be planted along the drives to provide for evergreen avenues. All of the trees were transplanted from the neighborhood at no cost to the government. Since an abundant variety of plants was also propagated in the greenhouse, beautification of the grounds was carried on at little expense.

As a result of this activity, Engineer Gall could report that the Lodge now sat at the edge of a well-kept lawn, bordered with beautiful flowers, evergreens, and blossoming shrubs. Concerning the Lodge itself, he commented, "The Lodge (one of the oldfashioned, three roomed, one-storied kind) is in good condition and well kept, but is damp, and apparently unhealthy. The Supt. and his family have suffered greatly from fever during the past year." Consequently, Gall suggested that it might be advisable to build a new lodge with better ventilation. 23

Adequate funds for a new Lodge were not available, but the old Lodge was slated for repairs during the summer of 1876. Only two bids had been received for the work as builders in that part of the country were neither acquainted with, nor had the proper facilities for, this

type of work. Beresford and Morgan had offered to do the work for $845, but Lieutenant Shelby considered the price too high, and the contract had been awarded to Stanton and McKanna for $500. The work consisted of raising the brick Lodge off the ground and replacing the old wooden gallery which, having rested on the ground, was rotted and decayed. New sills and flooring were also needed. For this time, this type of work was decidedly dangerous and involved some risk to the building. However, on August 15, 1876, Captain Rockwell reported that the work had been safely completed.  

The only other major construction work carried on during 1876 involved repairs to the main embankment, which had been damaged again during the month of April. Superintendent Trindle reported that on April 12, 69 lineal feet of the embankment had slipped over the base and had plummeted down the hill. On the night of April 13, an additional 57 lineal feet of embankment adjoining the other slide slipped partially down the hill. Trindle informed Lieutenant Shelby that steps had been taken to save as much of the embankment as possible, but he requested that Engineer Gall be sent to the Cemetery as soon as possible.

24. Ltr., Shelby to Meigs, June 19, 1876
25. Memorandum, Rockwell to Meigs, Aug. 15, 1876, C.F.
26. Ltr., Trindle to Shelby, April 15, 1876, C.F.
On May 26, Captain McGonnigle received information from the Office of the Quartermaster General that Engineer James Gall would be arriving shortly at Vicksburg to supervise the necessary repairs to the embankment. 27

27. Ltr., Meigs to McGonnigle, May 26, 1876, C.F.
I. The Appointment of Superintendent John Trindle

Engineer James Gall, who had been instrumental in affecting the transfer of Supt. Alexander Henry from Vicksburg, expressed his obvious approval of John Trindle's appointment by commenting, "The Supt. is an intelligent, active, energetic man who gives his whole time heartily and faithfully to the care of this Cemetery. I consider him one of the most faithful and competent Supts. in the Service." 1 Trindle seemed equally pleased with his gardener, Charles H. Westphal, who he described as a "thorough florist and horticulturist." Superintendent Trindle reported that Westphal constantly worked overtime, often procuring plants and shrubs from his friends at no cost. Because the superintendent considered Westphal to be the best man ever employed as gardener at the Cemetery, he requested in March 1876 that Westphal's salary be increased to $65. Trindle added that "with Mr. Westphal to assist I am confident I can in a few years make this the finest Cemetery in the United States." 2 However, Trindle's request was denied due to a lack of funds. 3

1. "Report of Inspection," Gall to Meigs, Jan. 29, 1876, C.F.
2. Ltr., Trindle to Shelby, March 7, 1876, C.F.
3. Ltr., Rockwell to Shelby, March 22, 1876, C.F.
In September 1877, Supt. John Trindle asked that he be transferred to a healthier post, explaining:

I have been stationed at different Cemeteries in this state and Florida during the last eight years, and as a consequence the health standard of my family and myself has been greatly lowered, so much so, that there is constantly some of us suffering from the climatic diseases which we have contracted during that time. 4

Furthermore, Superintendent Trindle had suffered the loss of his left leg as a result of a gunshot wound incurred on or about July 21, 1864, while serving in Co. K, 56th Regt., Massachusetts Volunteer Infantry, at Petersburg, Virginia. 5 Emphasizing the compelling nature of his request, Trindle added, "I would also state that aside from sickness this climate has been very severe in myself, owing to my disability, the loss of my left leg. The frequent changes of temperature causes me severe pain in my stump which frequently lasts for days." 6 Action upon the superintendent's request, however, was delayed.

4. Ltr., Trindle to Meigs, Sept. 21, 1877, C.F.

5. Pension File of Charlotte Trindle, widow of John Trindle, Certificate No. 778166, N.A.
In January 1870, Maj. Ebenezer Swift had forwarded through Lt. Col. Adelbert Ames, commander of the 4th Military District, for the Secretary of War, a petition of the citizens of Vicksburg requesting the construction of a road to the National Cemetery. A route for the road was surveyed along the Mississippi by civil engineer O.M. Searles, and it was reported that "all persons owning land along the contemplated line of road have granted the right of way for a turnpike to the National Cemetery." However, Quartermaster General Meigs, to whom the petition had been referred for a report, advised Secretary of War Belknap that the Cemetery labor force was performing work indispensable to the preservation of the Cemetery. He did not feel he could consciently recommend that they be diverted from their duties, and therefore stated, "I am obliged to report adversely to the prayer of the petition."  

The matter was again considered in 1878, and this time it met with the approval of the War Department. In July 1878, Captain Rockwell telegraphed Superintendent Trindle, asking, "Has right of way been secured for proposed roadway surveyed by Mr. Gall along lower beach?"
If not inform city authorities that some such action is necessary before work can be commenced." 3

Gall had surveyed a line along the riverside for the proposed road during the winter of 1877. He also considered the line, running along the bluff above the river bank, which had been proposed eight years previously by Engineer Searles but concluded that the expense of constructing the road at that point would be too great. The lower road also had the advantage of a more even grade. Gall felt that it would be advantageous to begin construction of the road at the Cemetery end, as most of the materials, such as gravel pits and stone quarries, were there, but he added that a great number of Negro huts on the proposed line would have to be torn down. 4

Using the information submitted by Engineer Gall, Captain Rockwell informed the Quartermaster General that it would doubtless be cheaper to construct the road along the proposed line nearer the river. However, Rockwell warned Meigs that the sum appropriated by Congress for the project would not be sufficient to build even a passable road. The road would be nearly a mile and a half long, and it would have to be constructed entirely without advantage, as there was no sign of a road at this time. In addition, stone boulders would have to

3. Telegram, Rockwell to Trindle, July 13, 1878, C.F.

4. Ltr., Gall to Rockwell, July 15, 1878, C.F.
removed all along the proposed route. Under these circumstances, Gall had estimated the cost of such a road at $13,000. Rockwell therefore begged the advice of Quartermaster General Meigs, stating, "Congress has granted only $7,000 however, and the question is: shall we go on with work as far as the money will permit or shall we wait until the appropriation is sufficiently increased to cover the cost of the work?" 5

After considering the matter, Quartermaster General Meigs transmitted all pertinent materials to the Secretary of War, with the recommendation that he immediately advertise for proposals to construct a road to be not less than 30 feet wide and to build as much of the road as the contractors agreed to execute under the existent appropriation. 6 Within a few days, the Secretary of War approved the suggestions that had been submitted by Meigs. 7 Earlier in July, Trindle had reported that the committee in charge of securing right-of-way for the road had obtained the consent of all parties concerned, with the exception of non-residents. 8 By the 1st of August, Dr. J.H.D. Bomar, representing the non-residents, informed Superintendent Trindle that right-of-way had been confirmed in all cases but one. The only remaining obstacle to

5. Memorandum, Rockwell to Meigs, July 16, 1878, C.F. (See Appendices G and H for "A Bill to Construct a Road to the National Cemetery at Vicksburg, Mississippi and accompanying report.")

6. Ltr., Meigs to Secretary of War George W. McCarry, July 17, 1878, C.F.

7. Ibid.

8. Ltr., Trindle to Rockwell, July 24, 1878, C.F.
the proposed roadway involved between 200 and 300 lineal feet of the J.O. Linn Estate. Regarding this property, Dr. Bomar suggested application be made to the Board of Supervisors of Warren County for the initiation of condemnation proceedings.9

Superintendent Trindle reported that in order to legally condemn a piece of property, the County Board of Supervisors had to appoint seven commissioners to lay out the proposed road and serve five days' notice to property owners along the route. The commission had been appointed and notice served. In the event of any objection, the Board was required then to appoint a jury of 12 members, which would be responsible for condemning the necessary property and assessing damages which the county would pay to take possession.10

By November 1878, the Board of Supervisors had not yet acted, and Superintendent Trindle telegraphed Rockwell: "Right of Way not secured -- can do nothing until supervisors meet -- can get no satisfaction about their meeting." 11 The next day Col. Stewart Van Vliet, Acting Quartermaster General, wrote United States Representative James R. Chalmers of Mississippi to inform him of the inaction of the Warren County Board of Supervisors. Van Vliet further informed the Congressman

9. Ltr., Trindle to Rockwell, August 1, 1878, C.F.
10. Ltr., Trindle to Rockwell, Aug. 7, 1878, C.F.
11. Telegram, Trindle to Rockwell, Nov. 11, 1878, C.F.
that, although a contract had already been made for the work, the commencement of construction was totally contingent upon the granting of right-of-way to the United States. The colonel impressed upon Chalmers the fact that the work would offer employment to a large number of laborers in Vicksburg and therefore urged the Congressman to do everything possible to hasten the action of the local authorities.\textsuperscript{12}

In December, James Gall reported that a special meeting of the Board of Supervisors had been called for the 17th of that month. At that time the Board would appoint the 12 jurors who would immediately proceed to condemn the property in question. Gall added that a definite decision was expected to be reached during the first part of January.\textsuperscript{13}

On the same day the Board met in special session, Engineer Gall wired Captain Rockwell that the contractor, J.J. Shipman, had arrived and was making preparations to begin working as soon as possible.\textsuperscript{14} In January 1879, Superintendent Trindle informed Captain Rockwell that a proper instrument of transfer had been signed by a committee of the

\begin{itemize}
\item \textsuperscript{12} Ltr., Col. Stewart Van Vliet, AQMG, to Congressman James R. Chalmers, Nov. 12, 1878, C.F.
\item \textsuperscript{13} Ltr., Gall to Rockwell, December 11, 1878, C.F.
\item \textsuperscript{14} Telegram, Gall to Rockwell, Dec. 17, 1878, C.F.
\end{itemize}
Board of Supervisors and authorized before a full meeting of the Board on January 8.\textsuperscript{15}

During the same month, Engineer Gall requested an additional $1,000 to grade, fill, widen, and drain the approach avenues which were to connect the new macadamized approach road with already existing Cemetery avenues.\textsuperscript{16} On February 3, Captain Rockwell notified Engineer Gall that the expenditure of $1,000 was authorized by the Quartermaster General.\textsuperscript{17}

\begin{quote}
\textsuperscript{15} Ltr., Trindle to Rockwell, Jan. 11, 1879, C.F. (See Appendix I for a compiled list of grantors of right of way.)

\textsuperscript{16} Ltr., Gall to Rockwell, Jan. 24, 1879, C.F.

\textsuperscript{17} Ltr., Rockwell to Gall, February 3, 1879, C.F.
\end{quote}
K. The Yellow Fever Epidemic of 1878

During the summer of 1878, a severe epidemic of yellow fever erupted in the neighborhood of Vicksburg. Superintendent Trindle wisely telegraphed the Quartermaster General, requesting permission to close the Cemetery gates in the event the epidemic spread to Vicksburg.¹ Acting Quartermaster General Van Vliet replied, "You are authorized to close the Cemetery gates to visitors generally during prevalence of yellow fever." ² The health of Trindle's own family grew worse; and he therefore requested a leave of absence until November 1, stating, "The health of myself and family is so reduced by sickness that it is believed it would be fatal to have to remain here during the months of September and October." ³

Enclosed with Trindle's letter was a statement from his physician, Dr. D.W. Booth. Dr. Booth advised that the superintendent and his family should spend several months away from the malarial influence and especially the unhealthy atmosphere of the Superintendent's Lodge. The doctor, therefore, earnestly recommended that the leave of absence be granted.⁴

1. Telegram, Trindle to Meigs, Aug. 10, 1878, C.F.
2. Telegram, Van Vliet to Trindle, Aug. 22, 1878, C.F.
3. Ltr., Trindle to Meigs, August 12, 1878, C.F.
4. Ibid.; enclosure, Statement of Dr. D.W. Booth, Aug. 12, 1878, C.F.
On August 26, Captain McGonnigle received orders that "leave of absence is granted Superintendent Trindle to November first."  

Superintendent Trindle acknowledged receipt of the orders on August 31. However, he indicated he would endeavor to stay on in charge of the Cemetery, for there was no means of leaving Vicksburg except by boat to New Orleans. Trindle added, "Since making application for leave the health of my family except our baby who died on the 18th is somewhat improved...."  

By late September, Superintendent Trindle could still report: "Have escaped so far but one case near here trust it won't spread taking all precautions for men and self." Shortly thereafter, the situation grew worse, and Trindle reported, "Fourteen families around here down spreading fast . . . escaped so far."  

Four days later, yellow fever struck the superintendent and his family. The superintendent and his wife improved steadily and quickly, but their son, Willie, grew very ill. On October 11, S.H. Kemper,  

5. Telegram, Van Vliet to McGonnigle, Aug. 26, 1878, C.F.  
7. Telegram, Trindle to Rockwell, Sept. 21, 1878, C.F.  
8. Telegram, Trindle to Rockwell, October 3, 1878, C.F.  
9. Telegram, Trindle to Rockwell, October 7, 1878, C.F.  
10. Telegram, S.H. Kemper, keeper, to Rockwell, Oct. 9, 1878, C.F.
temporarily in charge at the Cemetery, wired the sad news: "Willie is
dead." ¹¹ Despite the loss of their third child (the first having
died in 1875), Superintendent and Mrs. Trindle continued to regain
their strength under proper medical attention.¹² By October 28, Trindle
reported, "Am sufficiently recovered to, and am, attending to duty." ¹³

Today, a monument, constructed of dark grey granite with the
white marble figure of a woman on top, still rests in the Cemetery, and
bears on three sides the inscriptions: "Eola M. Trindle, Died August 18th,
1878, Aged 1 Year, 5 Mo., & 25 Days"; "Charlotte B. Trindle, Died October
21st, 1875, Aged 3 Years, 6 Mo., & 25 Days"; "William G. Trindle, Died
October 11th, 1878, Aged 4 Years, 10 Mo., & 16 Days." The fourth side
bears the name "Trindle." ¹⁴

¹¹ Telegram, Kemper to Rockwell, Oct. 11, 1878, C.F.
¹² Telegram, Kemper to Rockwell, Oct. 14, 1878, C.F.
¹³ Telegram, Trindle to Rockwell, Oct. 28, 1878, C.F.
¹⁴ Enclosure in report sent from 1st Lt. Evan H. Humphrey to be
filled out and returned by Supt. G.P. Thorton, March 1, 1909, C.F.
Although 1878 was a personally tragic year for Superintendent Trindie, the Cemetery fared exceedingly well under his direction.

Engineer James Gall, making an inspection of the Cemetery in February of 1878, commented:

The drainage, (surface and under) is in fine working order and serves its purpose well. It is now nearly eight years since the terraces were rebuilt and a thorough system of drainage introduced, and today the entire work stands solid and unbroken.

The surface drainage consisted mainly of sodded water lines which connected with numerous silt basins. Gall explained that such a system was equally efficient as, and less expensive than, brick gutters. The engineer did propose planting a pyracantha hedge along the top of the high embankment at the southwest bend of Main drive, where the brick retaining wall below continued to provide the only source of support. He suggested that such a hedge could serve both the purposes of protection and ornamentation and made the comment that "the pyracantha hedges [already existing] at this Cemetery are among its finest features."

The flagstaff, standing 100 feet high and situated on the highest point in the Cemetery, was decayed below the ground, but Gall predicted that it would stand for several more years. The engineer did, however, recommend the rebuilding of the arbor which was beginning to show advanced stages of decay.
In completing his inspection of the Cemetery, Gall found the roads to be in good condition, as they were being kept in perfect order by means of frequent rolling. He attributed the overall fine appearance of the Cemetery, though, to a unique system employed by the superintendent in distributing his labor force. Each laborer was given a specific portion of the Cemetery; and as a result, the men worked diligently, for they came to identify with their particular sections and the care necessary for keeping them in proper order. Gall, in fact, ventured "indeed, without this arrangement of the force, the same amount of work could not be performed by the same number of men." ¹

During the month of May 1878, an ugly incident occurred at the Cemetery between one Charles Latcher, described by Trindle as a "young desperado," and two Cemetery employees. At approximately 4 p.m. on May 31, while hundreds of visitors were present in the Cemetery, Charles Latcher indecently exposed himself on Main avenue. When the watchman ordered him to stop, Latcher punched the watchman in the face. The watchman then called for his assistant; and when he appeared, Latcher assaulted both men with a knife. Latcher cut open the shirt of one of the men, but did no further damage. He was finally taken into custody, though not without several more attempts to draw his knife and much vile and abusive language. As a consequence, Superintendent Trindle

recommended that "this case . . . should be pushed vigorously and an example made of this man as it would have a good effect on the class to which he belongs." 2 On July 6, 1878, Attorney General Alphonso Taft wrote that, in compliance with the request of the Secretary of War, dated June 21, he had instructed the United States Attorney for the Southern District of Mississippi to examine the facts; and if necessary, institute criminal proceedings against Charles Latcher. 3

In February of 1879, Superintendent Trindle received orders to go to Antietam National Cemetery at Sharpsburg, Maryland. However, Trindle requested that the Quartermaster General suspend the orders, explaining that when he applied for the transfer, he was influenced by the poor health of his family, but "since then I have lost during the epidemic all of my children, who have been buried in this Cemetery and on account of this I find it difficult for myself and almost impossible for my wife to sever my connection with the Cemetery." 4 The Superintendent's request was honored by the Quartermaster's Department.

Shortly thereafter, James Gall reiterated his recommendation that a new Lodge be constructed at Vicksburg. Gall reported that the extreme

2. Ltr., Trindle to Meigs, May 31, 1878, C.F.

3. Ltr., Attorney General Alphonso Taft to Secy. of War McCrery, July 6, 1878, C.F.

4. Ltr., Trindle to Meigs, Feb 25, 1879, L.S.
and lengthy periods of hot weather, plus the influence of malaria arising
from the river bottom and many swamps in the area, made the present
Lodge, which was poorly ventilated, a most unhealthy place to live.
He proposed the erection of a two-story building, as he had been in-
formed by the local health authorities that it was far healthier to
sleep on an upper rather than a ground floor. The engineer concluded
his recommendation by emphasizing that the present accommodations were
far too limited for a superintendent with a family, especially in the
event of illness.\(^5\)

When Captain McGonnigle arrived at the Cemetery for an inspection
in December 1879, he found that a substantial brick rostrum had been
erected in proximity to the flagstaff. The turf had been sodded with
a good carpet of Bermuda grass, and Wisteria vines were being trained
on its twelve brick pillars. The flagstaff itself was in need of
painting; but due to the decayed portion underground, McGonnigle re-
commended only painting the main mast. He considered it too hazardous
for a man to attempt to climb to the top mast. McGonnigle also reported
that a patent water-elevator used on one of the cisterns was having the
desired effect of purifying the water.

\(^5\) Ltr., Gall to Meigs, April 26, 1879, C.F.
Concerning the new macadamized approach road, Captain McGonnigle could report that, inside of the Cemetery, the road had been finished to within a few yards of the gateway. He further stated, "the new entrance-gate is finished and gives an imposing appearance to the Cemetery." Regarding the rest of the road, however, he commented, that "outside the Cemetery the new road is still in a chaotic state, a greater part of the drainage has been put in and it has been roughly graded, but for vehicles it is not yet passable." Two weeks later, Quartermaster General Meigs advised Captain McGonnigle that it is impossible to finish the new approach road until Congress grants the additional appropriation asked for.

Upon returning to the Cemetery in March of 1880, Captain McGonnigle reported that the road outside the Cemetery remained in the same rough and unfinished condition; but he did say that "the main drive from the new entrance gate has been handsomely graded and much improved in appearance since my last visit, December 3rd, 1879." Trees and shrubs had been planted within view of the new gate, and in the opinion of McGonnigle, they made it one of the most beautiful spots in the Cemetery. He took the opportunity to again state that "the gateway is massive and [its] proportions beautiful, the work upon it has been well done."

A new gravel walk had been constructed on the east side of the Cemetery just north of the old entrance gate. Another had been constructed on the west side of the Cemetery to provide a "short-cut" from the new entrance to Main Avenue. In addition, the approach from Central Avenue to Sylvan Hill, upon which rested the rostrum and flag-staff, had been improved by the construction of finely cut stone steps for ascending the terrace; and similarly, the approach to the Indian Mound was also being improved with two flights of brick steps.

M. The Presidential Visits

Seventeen years after the arduous and bloody capture of Vicksburg, Ulysses S. Grant once again returned to this historic city. At 11 on the morning of April 12, 1880, General Grant, in the company of Mayor W.O. Worrell and other distinguished citizens of Vicksburg, set out from the city by carriage for the National Cemetery. On arriving, the party was welcomed by over three thousand people who had assembled to honor the ex-President. After looking about the Cemetery and reminiscing, Grant complimented Superintendent Trindle on the lovely appearance of the grounds. The party then registered their names and returned to the city, the ladies going to the Lamadrid hotel and General Grant to the Courthouse. The following day the Vicksburg Daily Herald reported:

The reception of General Grant in this city was, we are glad to state, entirely free from partisan manipulation. All party lines and prejudices were blotted out in the heartiness of the enthusiasm with which the distinguished American was welcomed to the scene of his greatest victory.¹

Though General Grant was the first, and by far the most closely associated, President to visit the National Cemetery at Vicksburg, he was not the last. At 8:18 on May 1, 1901, a special train carrying President William McKinley and his party stopped in front of an

improvised platform, erected just west of the main entrance to the National Cemetery. The President, accompanied by Mrs. McKinley, Secretary of State John Hay and wife, Postmaster General Charles E. Smith, and Secretaries Hitchcock, Wilson, and Cortelyou, addressed the audience which had gathered. The party then drove through the Cemetery en route to the Courthouse, traveling over the Cemetery road. At 10:08 President McKinley and his party departed from Vicksburg by train for Jackson.²

On October 21, 1907, President Theodore Roosevelt visited both the Vicksburg National Military Park, which had been established by this time, and the National Cemetery. From Grant Circle in the Park, the President and his party drove westward to the National Cemetery and then back southward over the National Cemetery Road to the city and a speaker's stand which had been erected to the west of Courthouse Square on Monroe Street.³ Stories have been circulated that President Roosevelt planted a tree while visiting the National Cemetery, but it would appear that he did not stop long enough in the Cemetery to have done so.

William Howard Taft was the last American President to visit Vicksburg while in office although he did not tour the Park and Cemetery. President Taft arrived at Vicksburg on the steamer Oleander at 9:30 on

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2. Vicksburg Daily Herald, May 2, 1901.

the evening of October 28, 1909. Because of his late arrival, the President only found time to deliver two speeches before departing again.¹

K. Development During 1880

On the afternoon of June 23, 1880, the flagstaff was struck by lightning during a severe thunder storm and destroyed. In July, Quartermaster General Meigs authorized the erection of a new flagstaff and informed Captain McGonnigle that an ornamental iron socket would be furnished by the Quartermaster's Depot at Vicksburg. McGonnigle also received information during July that orders had been given for the shipment of a flagstaff base from St. Louis, Missouri, to the National Cemetery.

In September, Engineer Gall reported that freshets were damaging the land on the Cemetery side of Mint Spring Bayou very near the point where the new approach road crossed the bayou. The damage was outside of the Cemetery wall but still on government land. Gall warned that immediate measures had to be taken to check the caving in of the bank and to protect the bridge, recently constructed over the bayou at that point. He proposed building a rip-rap of stone and willow brush and requested that $500 be appropriated for the materials.

1. Ltr., Trindle to McGonnigle, June 23, 1880, C.F.
2. Ltr., Meigs to McGonnigle, July 1, 1880, C.F.
3. Ltr., Meigs to McGonnigle, July 15, 1880, C.F.
4. Ltr., Gall to Rockwell, Sept. 6, 1880, C.F.
Meigs sent a copy of Gall's report to Captain McGonnigle three days later, along with his approval of the engineer's recommendations.5

After arriving at the Cemetery in November for a routine inspection, McGonnigle reported that the bridge over Mint Spring Bayou, constructed by the County, was safely out of danger. The new flagstaff had also been properly set; but McGonnigle displayed concern over the fact that it was only 50 feet in height. In walking about the Cemetery, McGonnigle noted the locations of the various gun monuments. They were placed thus: two on Sylvan hill plateau, one at each end of Main drive, one on Section "L" on the southwest side, one on mound "O" on the west front, one to the southwest side of Main avenue, one on mound "E" inside of the new entrance and opposite the corral, and one in front of Section "O". The outbuildings in the Cemetery at this time consisted of a detached kitchen in the vicinity of the Lodge, and stables and sheds on the riverfront. After viewing the sheds and stables, McGonnigle reported that repairs were needed on the roof and other portions; but he recommended that it would perhaps be more economical to replace the old frame structures with new brick ones. Before leaving the Cemetery the captain observed the work in progress on the new approach road and commented that a sizeable force was steadily employed on filling and grading the road.6

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5. Ltr., Meigs to McGonnigle, Sept. 9, 1880, C.F.
Work on the road had been resumed after Congress had passed an additional appropriation of $8,000, by Act of June 16, 1880. However, even this additional sum did not prove to be sufficient, and James Gall explained that "the delays caused by bad weather; the damage resulting from the same cause, and the unusually high price of labor this season, have made the work much more expensive than was anticipated." Gall advised that the necessity of heavy earth fill, extra drainage, and other preventative and remedial work would require still another appropriation of $10,000. Copies of Gall's report and request were sent to Secretary of War Ramsey and Congressman Chalmers; and on January 4, 1881, Secretary of War Ramsey sent duplicate letters to the President of the Senate and the Speaker of the House, stating, "The Quartermaster General recommends an appropriation of $10,000 for the work and I concur in his recommendation."  

7. Ltr., Secretary of War Alexander Ramsey to the Speaker of the House and the President of the Senate, Jan. 4, 1881, C.F.

8. Ltr., Gall to Rockwell, Dec. 17, 1880, C.F.

9. Ltrs., Meigs to Ramsey, Dec. 20, 1880; and Rockwell to Chalmers, Dec. 21, 1880, C.F.

10. Ltr., Ramsey to Sp. of House and Pres. of Senate, Jan. 4, 1881, C.F.
In February 1881, Meigs again brought the matter of an appropriation to the attention of the Secretary of War, suggesting that to leave the road in an unfinished state would be a needless waste of thousands of dollars;\(^1\) the appropriation, however, was not immediately forthcoming.

Returning to the Cemetery in May 1881, Captain McGonnigle found the general appearance to be excellent, but did report that the Lodge roof was leaking and in need of repair and new shingles. Also, a slide occurring in the southwest corner of the Cemetery had damaged approximately 100 yards of the wall. McGonnigle recommended that it be repaired at the earliest possible date. The new approach road, which still remained in a rough state, was, however, at least passable by vehicles.\(^2\)

\(^{11}\) Ltr., Meigs to Ramsey, Feb. 19, 1881, C.F.

\(^{12}\) "Report of Inspection," McGonnigle to Meigs, May 20, 1881, C.F.
O. Improvement of the Water Supply System

Early in 1881, Engineer James Gall submitted an estimate for improving the Cemetery water system by piping water from Mint Spring Bayou, "which affords a never failing supply of clear, cool water." The water was to be carried by a two and one-half inch pipe to the lower portion of the Cemetery where the stable was located and where drinking troughs were to be placed. Service to the higher ground around the Lodge would require the additional force of a hydraulic ram which would pump the water through a two-inch pipe. Gall estimated the cost of the various items needed as: 2,000 feet of two and one-half inch iron pipe @ $700, 1,000 feet of two-inch pipe @ $250, fittings @ $100, one hydraulic ram @ $125, labor @ $225, contingencies @ $100, or a total cost of $1,500. The engineer gave assurance that the additional water supply was much needed for irrigation, watering of stock, and general drinking purposes.¹

The proposal was authorized and funds allotted by order of the Quartermaster General, March 31, 1881.² In May, the hydraulic ram was ordered from Gould's Manufacturing Co. in New York,³ and on June 4,

1. Ltr., Gall to Rockwell, March 26, 1881, C.F.
2. Ltr., Meigs to McGonnigle, March 31, 1881, C.F.
proposals for the work were accepted at the Vicksburg Quartermaster's Depot. 4

The contract was awarded to B.J. West who had submitted the lowest bid of the four that were received. 5 West agreed to deliver on or before June 17, 1881, 2000 feet of two and one-half inch pipe @ 24¢ per foot and 1000 feet of two-inch pipe @ $14\frac{72}{100}¢ per foot. 6 On June 29, Gall reported that due to some misunderstanding, only one-half of the funds allotted were made available; he therefore recommended that the balance be reallocated as soon as possible. 7 On December 29, 1881, Quartermaster General Meigs authorized a special allotment for the completion of the water supply system; and subsequently advertisements were circulated for the additional tools and materials required. 8

4. Ltr., McGonnigle to Meigs, June 4, 1881, C.F.
5. Ltr., McGonnigle to Meigs, June 7, 1881, C.F.
6. Proposal No. 3, B.J. West, June 7, 1881, C.F.
7. Ltr., Gall to Maj. Benjamin C. Card, In-charge of Nat.'l Cems., June 29, 1881, C.F.
P. Development During 1881

When Captain McGonnigle arrived at the Cemetery in December of 1881, he reported that comprehensive measures were being taken to protect the southwest wall against any future encroachments by Mint Spring Bayou. Work was in progress on the construction of a bulkhead of heavy timber, secured to locust posts, and driven about four feet into the bed of the stream. Wingdams had also been attached on either side of the bulkhead to protect the bank from caving or sliding and to force the current of the bayou toward the opposite shore.¹

Maj. Caleb H. Carlton inspected the Cemetery in February 1882 and reported that arrangements were being made to supply a wooden water tank, lately placed to the southeast of the Lodge, with water from Mint Spring Bayou. To the north of the bayou and just west of the new entrance lay a circular plot surrounded by a hedge. This area marked the exclusive burial site of the dead of the Regular Army. On a small level plateau just north of the plot stood the stable, tool house, shed, and an employee's quarters. After inspecting them, Major Carlton commented, "These buildings are in a dilapidated condition, are on a main avenue, and being on low ground are in view from many parts of the Cemetery." He requested that they be replaced as soon as possible, so as to bring that portion of the Cemetery into keeping

with the otherwise generally fine appearance of the grounds. However, concerning the overall appearance of the Cemetery, Major Carlton offered this rather extraordinary proposal:

As it is desirable to give a distinctive Military Character to all the National Cemeteries, it is recommended that all iron or terra-cotta vases be made or case in the shape of mortars etc., or bear a military design -- that shot and shell be placed at intervals along avenue gutters as fenders, that bronze or iron pieces partially sunk in the ground be used as fenders at turns in the avenues -- that in iron fences and gates musket barrels and bayonets be used for the vertical pieces.2

His suggestions were rejected by the Quartermaster General.

Q. The Erection of New Outbuildings

During the latter part of 1881, the Quartermaster Department considered erecting new outbuildings at Vicksburg; and James Gall was instructed to submit a plan. In January 1882, Gall proposed constructing a quadrangle, consisting of two brick outbuildings placed at right angles and fronting on a yard, with a laborer's cottage and a low brick wall squaring off the other two sides to complete the yard. The plan called for brick walls of uniform thickness to divide the two outbuildings into a stable, toolhouse, workshop, forage room, and sheds. Open fronts were indicated for the sheds and stables, with the latter to contain stalls for horses and mules. Concrete floors were to be constructed in the tool and forage rooms, and tin roofs were to cover all of the buildings.

The engineer stressed that "the laborer's cottage is a necessity as the outbuildings are located on the riverfront of the Cemetery near the new entrance and a long distance from the supts. Lodge." He proposed a simple cottage, containing two rooms, with a fireplace in the sleeping room and a stove pipe flue in the living room. The interior walls were to be plastered, and the exterior was to include a plain front porch with steps. A 12-foot brick wall, with light iron gates bounded by brick piers, was to separate the cottage and the outbuildings on the north side. Engineer Gall submitted the proposal to Maj. Benjamin C. Card, officer in-charge of National Cemeteries, stating,
"Every foot of space in the proposed buildings will be required for the different purposes indicated." 1

In August 1882, Lt. Col. Richard N. Batchelder received authorization from the War Department to advertise for proposals to construct the outbuildings. Public notices to this effect were placed in the Vicksburg Commercial, Chattanooga Commercial, New Orleans Picayune, and the St. Louis Globe Democrat. 2 The firm of B.F. and J.W. Peck agreed to furnish all materials and perform all construction at a cost of $3,683, 3 and on September 30 they received notification that their bid had been accepted. 4

Shortly after arriving at the Cemetery, the contractors dispatched a telegram, stating, "Owing to great amount of work on hand impossible to complete work by stipulated time -- Can you extend time thirty days?" 5 Colonel Batchelder replied that, after the commencement of work, the extension would be granted if needed. 6 On October 26, James Gall re-

1. Ltr., Gall to Card, Jan. 19, 1882, C.F.


5. Telegram, Beck and Brother to Batchelder, Oct. 10, 1882, C.F.

ported that he had laid out the work and that the contractors were ready to begin construction. He had also instructed the superintendent to hire the necessary labor for the job. 7

In December, Gall made a further report, stating that the work was in progress but that the contractors would probably ask for an extension due to bad weather 8 This, in fact, they did on December 28, requesting that the contract be extended until March 1, 1883.9 Colonel Batchelder informed them that the original completion date, which was to have been December 31, 1882 had been extended as requested until March.10 By April 1883, the project was near completion, and Gall explained, "The work has gone on very slowly but the contractors have done as well as they could with the very unfavorable weather prevailing since they started it and are turning out a very good job."11 At last, in May 1883, Engineer Gall submitted vouchers for Beck and Brother to the amount of $3,785, explaining that the extra cost was due to the necessity of laying extra foundation.12

7. Ltr., Gall to Batchelder, Oct. 26, 1882, C.F.
8. Ltr., Gall to Batchelder, Dec. 21, 1882, C.F.
9. Ltr., Beck and Brother to Batchelder, Dec. 28, 1882, C.F.
10. Ltr., Batchelder to Beck and Brother, Jan. 5, 1883, C.F.
11. Ltr., Gall to Batchelder, April 11, 1883, C.F.
12. Ltr., Gall to Batchelder, May 26, 1883, C.F.

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R. Dealings with the Memphis & Vicksburg Railroad

The year 1882 also witnessed the conclusion of a matter that had dragged on for nearly ten years. In 1873, a bill had been introduced in Congress, granting the Memphis & Vicksburg Railroad Company the right-of-way to extend their line along the riverbank at the National Cemetery. Representative John Coburn, Chairman of the House Committee on Military Affairs, presented the justification of the Bill as:

The Company states that the railroad cannot be built through the miles of high hills about Vicksburg -- that the only way of egress to the level Yazoo bottom is along the bank of the Mississippi River, keeping just above high water mark and along the side of bluffs overhanging the River.2

Quartermaster General Meigs stipulated, though, that the Secretary of War should be given complete authority to determine the location of the line and to make regulations for the construction of retaining walls at the expense of the railroad, to preserve the terraces within the Cemetery.3 A return letter was subsequently sent to Congressman Coburn,

1. H.R. 103, "A Bill Granting the Memphis and Vicksburg Railroad Company the right of way along the river-bank at the National Cemetery at Vicksburg, Mississippi." Dec. 4, 1873. (See Appendix K for a copy of said Bill.)

2. Ltr., John Coburn, Chairman of House Committee on Military Affairs, to Secy. of War Belknap, Feb. 10, 1873, C.F.

3. Ibid., Meigs, 1st endorsement, Feb. 19, 1873, C.F.
informing him of the Quartermaster General's recommendations. The following year, James Gall conferred with the Chief Engineer of the Memphis & Vicksburg Railroad Co. and established a satisfactory line along the riverfront, entirely outside of the burial sections. At that time Gall commented that "as this part of the RRd would have to be built on heavy pilings deeply driven and well braced, its construction would be rather an advantage than otherwise to the Cemetery." 5

However, at this point, the matter was left pending in the House Committee until May 1878, when J.M. Searles, Chief Engineer for the Railroad, again made application for the right-of-way. 6 James Gall posed no objection and stated, "The line of the RRd should be at least 20 feet from the Cemetery wall. This, I believe, was the line agreed upon between Mr. Searles and myself when the matter was considered by the Dept. several years ago." 7 The Quartermaster General replied, however, that "Congress alone has the power to grant such Right of Way." 8

4. Ltr., Belknap to Coburn, Feb. 20, 1873, C.F.
5. Ltr., Gall to Meigs, June 29, 1874, C.F.
6. Ltr., J.M. Searles, Chief Engineer, to Sec. of War McCrory, May 27, 1878, C.F.
7. Ibid., Gall, 2nd endorsement, undated.
8. Ibid., Meigs, 3rd endorsement, June 15, 1879, C.F.
In February 1879, a second and superseding act was introduced in the Senate. The act, which had already passed the House on February 14, 1879, also contained provisions for granting the right-of-way to Warren County for the construction of a public road.9

In June of 1880, Quartermaster General Meigs advised the Secretary of War that the Cemetery approach road, under construction by the United States, should be protected against any encroachment or injury by either the railroad or the county. He also requested that provisions be made so that the county and the railroad would have to make good any damage or expense to the United States incurred as a result of construction and that nothing in the act be construed as permitting the use of materials from government land without the expressed consent of the Secretary of War.10

The act granting the right-of-way to Warren County and the railroad was approved January 13, 1881, and by September of that year the railroad indicated a desire to begin construction.11 Shortly thereafter, Meigs dispatched a telegram to Superintendent Trindle, informing him, "Permission is granted the authorities of Warren County, and

9. H.R. 6416., "AN ACT Granting right of way to the county of Warren in the State of Mississippi, and to the Memphis and Vicksburg Railroad, through the United States Cemetery tract of land near Vicksburg, Mississippi, Feb. 17, 1879." (See Appendix L for a copy of said Act.)

10. Meigs to Ramsey, June 10, 1880, C.F.

11. Meigs to Ramsey, Sept. 9, 1881, C.F.
the Memphis and Vicksburg Railroad Company to proceed with the con-
struction of wagon road and railroad through the United States land on
the west side of Vicksburg National Cemetery."  

The beginning of work was, however, delayed, as the railroad
company submitted a further request to locate their line within the
grounds of the Cemetery. In reference to this matter, the Quartermas­
ter General categorically stated, "The County road should approach
neither the west wall nor the Cemetery approach road from the Mint
Spring Bayou, nearer than 20 feet, and the Railroad should run westward
of the County road." During July, the railroad company importuned
the Secretary of War to allow them to occupy the inner line next to
the wall. However, the reply was the same: "Secretary has approved
location of railroad on outer line and no change will be recommended." In what seemed to be the culmination of this whole affair, James Gall

12. Telegram, Meigs to Triddle, Sept. 12, 1881, C.F.
13. Ltr., Gall to Batchelder, July 12, 1882, C.F.
14. Ltr., Brig. Gen. Rufus Ingalls, Quartermaster General, to Sec. of War Robert T. Lincoln, July 14, 1882, C.F.
15. Telegram, Gall to Batchelder, July 25, 1882, C.F.
16. Telegram, Batchelder to Gall, July 21, 1882, C.F.
telegraphed, "Railroad and County road lines through Cemetery grounds at Vicksburg located satisfactorily." 17

Then, in November, the railroad requested permission to encroach upon the cemetery road in three different places. Gall gave his approval, stating:

The building of the railroad close to the National Cemetery road will be of great advantage to the latter; in as much as the maintaining the stability of the railroad will secure that of the Cemetery road, and thus save the Govt. a considerable expense for preventing or repairing slides.18

The permission requested was granted, provided that the railroad company agreed to rebuild, and place in perfect order, the Cemetery road at the three encroachments.19 Shortly thereafter, construction commenced on both the County road and the railroad.

17. Telegram, Gall to Batchelder, July 31, 1882, C.F.
18. Ltr., Gall to Batchelder, Nov. 13, 1882, C.F.
S. Appointment of Superintendent George Haverfield

In March of 1882, John Trindle finally left Vicksburg\(^1\) for the National Cemetery at Chattanooga, Tennessee, where he was to spend the remainder of his life.\(^2\) On February 13, 1914, Trindle died of arteriosclerosis at the age of 73; he was survived by his wife, Charlotte, who died on January 11, 1935, at the age of 96. Today both John and Charlotte Trindle are buried, along with their three children, in the National Cemetery at Vicksburg.\(^3\)

Superintendent Trindle was replaced by Henry Ward, who after serving less than two years, died suddenly on November 12, 1883.\(^4\) John Trindle returned to Vicksburg from Chattanooga that same day to lend his assistance and to instruct Mr. A. Waldie, Acting Superintendent. Trindle reported that there was no mention or indication of an extended illness, and that it appeared that Superintendent Ward suffered from a stroke or something of that nature.\(^5\) On November 14, Major Reynolds

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1. Ltr., Supt. Thomas France to Capt. John L. Clem, April 13, 1893, L.S. This date can be inferred from the fact that the correspondence of Henry Ward, who superseded Trindle, began April 1, 1882.


3. Ibid.


5. Ltr., Trindle to Reynolds, Nov. 12, 1883, L.S.
telegraphed the Quartermaster General that "Mr. Waldie the gardener is temporarily in charge at Vicksburg. He is the best man to be had. Shall I retain him or employ another person. His pay as gardener is sixty dollars per month." That same day General Holabird replied, "Retain the gardener in temporary charge of Vicksburg Cemetery, as suggested."

On December 24, 1883, George Haverfield superseded Mr. Waldie as the superintendent. Haverfield was a veteran of the Civil War, having served as a sergeant in Company H, 126th Regiment, Ohio Volunteer Infantry. On September 21, 1864, while engaged in battle at Fishers Hill, Virginia, Haverfield had incurred gunshot wounds in both legs. The ball, striking the right leg, fractured several bones near the knee joint, and as a consequence, the leg was amputated below the knee. Superintendent Haverfield remained in charge of the Vicksburg National Cemetery until April 6, 1886.

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6. Telegram, Reynolds to Holabird, Nov. 14, 1883, C.F.
7. Telegram, Holabird to Reynolds, Nov. 14, 1883, C.F.
10. Ltr., France to Clem, April 3, 1893, L.S.
When Gall arrived at the Cemetery for an inspection in June of 1884, he reported that steps were finally being taken to repair portions of the main embankment that had been damaged over two years before. In connection with this matter, he also commented:

... I would respectfully refer again to the matter of connecting the Center road from a point near the Indian Mound, with the South drive at a point beyond the break in the main embankment. This matter was recommended about two years ago, and was approved by the Quartermaster General, and money allotted for the work, but for some reason the change was not made. 1

When the affair was first mentioned in April 1882, the engineer had advised that "visitors will be able to visit every part of the grounds and the ordinary maintenance operations can be carried out with facility." 2

Gall reported that water was being pumped from Mint Spring Bayou to the water tank near the Lodge. A pipe ran from the tank down through the burial terraces to the stable yard. At several places it was tapped by hydrants to which hoses were attached for watering the shrubbery and flowers. The engineer recommended that additional provision be made for a fountain near mound "E" at the main entrance gate. At that time, a large "Columbiad Gun Monument," which could be used in connection with a fountain, was sitting at the center of mound "E". As was becoming

2. Ltr., Gall to Maj. Benjamin C. Card, April 2, 1882, C.F.
customary, Gall reported that the Lodge remained in poor condition but added, "The matter of repairing the Lodge roof has been deferred in the hope that a new lodge would be erected." 3

Returning to the Cemetery in February 1885, James Gall reported that construction of the connecting drive had been completed. He lauded the work, saying, "This connecting drive will form one of the best and most needed improvements that have been made on the Cemetery since the work of reconstruction was completed." Gall also related that the small wooden outkitchen near the Lodge was in a dilapidated state and recommended that "if a new lodge cannot be built within a year or two, a small neat outkitchen should be erected to take the place of the cramped, unsightly structure now in use."

The hydraulic ram was operating efficiently at this time supplying the water tank, 100 feet above the bayou, with 10,000 to 12,000 gallons of water every 24 hours. In addition, the three cisterns had a capacity of 18,000 gallons. Two mules, quartered in the stable, were kept steadily at work hauling sand and gravel, rolling drives, and doing other work connected with the care of the Cemetery. The engineer explained that:

The extant and peculiar formation and situation of the Vicksburg Cemetery render it more difficult to maintain than most of the other Cemeteries. It requires a very intelligent energetic Supt. and a

trained efficient maintenance force to keep it up in good shape. Every year an allotment will be required for repairs and improvements. The Cemetery is a very beautiful and important one and worthy of the expenditure of money and labor required to keep it up.

Engineer Gall left no doubts, moreover, as to the quality of the labor force, commenting, "The laboring force at this Cemetery -- with but one or two exceptions have been at work there since 1869, some of them longer, and are the best trained, most efficient set of men in the cemetery service." ⁴

William H. Owen, Civil Engineer, made the inspection of the Cemetery in 1886 and was appalled to find that "the grown daughter of the present superintendent sleeps in the dining room." He implored the Quartermaster Department to make funds available as soon as possible, either for a second story to be added to the present Lodge, or for the construction of a new building. In more favorable light, he reported that the brick enclosing wall had been repointed and that "there is no reason why it should not stand indefinitely."

One gap had appeared in the wall near the southeast corner of the Cemetery. Originally, it had been purposely made to act as an access for the hauling of dirt, but was at this time temporarily closed with plank boards. As the county was considering the building of a road near that point, the engineer recommended hanging a light iron gate in

place of the boards. Also, along the south wall at Mint Spring Bayou, about 80 feet of the wall was down and nearly one-half of the avenue above it had been carried away by a slide. However, Owen advised against making any repairs, as neither the wall nor the road were necessary to the Cemetery. Superintendent Haverfield had complained that he spent an inordinate amount of time keeping the above avenue free from grass. Since the road led to no outlet and was never used, the engineer could see no reason why the grass should not be allowed to grow upon it.

Owen also mentioned that the large vault, contained within the privy, was full and thus was very offensive to the visitors. He reported that Superintendent Haverfield could find no one to clean it, and therefore he urged the Quartermaster Department to take steps to have it cleaned and filled with earth. Owen concluded by saying that the superintendent was greatly incapacitated due to the loss of his leg, but that "the U.S. Marine Surgeon on duty at Vicksburg told me that Haverfield was in a rather critical condition of health, and that a removal might be fatal to him." 5

5. "Report of Inspection," William H. Owen, Civil Engineer, to Batachelder, April 19, 1886, C.F.
During the latter part of April 1886, Superintendent Haverfield left Vicksburg for New York to procure a new artificial limb; he was never to return. On June 19, 1886, Thomas D. Godman assumed charge of the Vicksburg National Cemetery. Shortly after arriving at the Cemetery, Superintendent Godman again brought the matter of the privy to the attention of Major Kirk, Quartermaster at Atlanta, Georgia. He related that it had been in use since the establishment of the Cemetery, never cleaned, and was "now filled with decayed matter and is a reeking mass of stinking filth, offensive to the senses, dangerous to the health, a complete nuisance, and the subject of remark by visitors, who are disgusted by the offensive odors arising from it, even when 50 yards distant."  

Godman advised against emptying the vault as it was midsummer; but he did request that funds be allotted to renew the decayed portions of the frame, install a ventilator, and disinfect the vault with carbolic acid lime. However, Major Kirk informed the superintendent that all

1. Ltr., A. Waldie, Actg. Supt. and gardener, to Maj. Ezra B. Kirk, QM Atlanta, Georgia, April 27, 1886, L.S.  
2. Ltr., Supt. Thomas D. Godman to Holabird, June 19, 1886, L.S.  
3. Ltr., Godman to Kirk, July 8, 1886, C.F.  
4. Ibid.
funds for the fiscal year had been expended, and that he would have to wait until the allotment for the Fiscal Year 1887 was received. In the interim, Kirk suggested that Godman fill the vault with dust from the road. Superintendent Godman remarked, "Without desiring to be controversial or captious, allow me to invite your attention to the fact, that the privy now -- having rec'd. much of the surface water of late rains is a more formidable nuisance than when it was reported by the Civil Engr. of the Qr. Mas. Dept. last April." He also informed the major that to fill the vault with road dust would only serve to run the filth out over the walls, exposing it to the sun, and added, "unless ordered to the contrary I will hereafter sleep in Vicksburg until this nuisance is abated." In response, Major Kirk merely repeated that nothing could be done until an appropriation was made.

In August, Superintendent Godman requested a leave of absence due to illness and was granted thirty days by the Quartermaster General. However, General Holabird expressed disapproval over what he considered to be a lack of initiative on the part of the superintendent in dealing with the nuisance of the privy, and commented, "If he has not the

5. Ltr., Kirk to Godman, July 12, 1886, C.F.
6. Ltr., Godman to Kirk, July 17, 1886, C.F.
7. Ltr., Kirk to Godman, July 19, 1886, C.F.
judgement and energy to attend properly to the necessary police of the Cemetery, he is manifestly unfit for the responsible duties of this important station." 8

Godman retorted, "If any of my predecessors in the last five years had had this vault cleaned it would not now be the formidable nuisance it is." He also contended that he had contemplated using the Cemetery employees to empty the vault but that two physicians had advised against it, as it was so late in the summer. Besides this, there were no buckets, ropes, or other necessary utensils at the Cemetery and no money to purchase them. As a consequence, Godman was forced to provide a disinfectant at his own expense. In concluding his defense, Superintendent Godman assured Quartermaster General Holabird that "if ever a Supt. has industriously, faithfully with zeal, energy, and earnestness discharged his duties, I have." 9

In April of the following year, a serious incident occurred at the Cemetery involving Superintendent Godman. John Smith, a Cemetery laborer, charged that "John Godman [Supt.'s brother] struck me in the face while the superintendent Tom Godman held his pistol cocked on me preventing me thereby from defending myself." It was also Smith's contention that John Godman constantly rode about the Cemetery armed

8. Ltr., Godman to Kirk, July 17, 1886, C.F.

with a gun, claiming that he was employed by the government as a watchman. Smith explained that, as a consequence, "all the old hands that has been in the employ of the Government for years has had to quit on account of the actions of the Superintendent and his brother." 10

Superintendent Godman, of course, claimed that "the whole of Smith's statement is as false as malicious -- and as malicious as false." Testifying as to Smith's character, Godman maintained that "he is a cowardly liar and an unprincipaled [sic] scoundrel." 11 In an article titled "Caused by Malice," the Vicksburg Commercial Herald reported that the incident with Smith "followed his getting drunk and attempting an assault on Mr. Godman, who knocked him down and then ordered him out of the place." 12

In the same article, the Commercial Herald contended that "He [Supt. Godman] was compelled to discharge all of the old men for insubordination a short time ago." 13 One local engineer stated, "The fact is that the superintendents immediately before Supt. Godman were invalids and were unable to maintain discipline, either through physical

10. Ltr., John Smith to Secy. of War William C. Endicott, April 23, 1887, C.F.
11. Ltr., Godman to Holabird, May 16, 1887, C.F.
13. Ibid.
weakness or lack of force of character, and the gang of laborers saw things pretty much to suit themselves. The new superintendent has set out to reform the state of affairs, and should be supported." 14 Also, in a statement issued by Justice of the Peace John W. Lovins, the judge expounded that "during my career as Justice of the Peace of the second district of Warren County, I have had to deal with many hard citizens, but none so frequently have I had before me as the old employees at the National Cemetery of this place." 15

However, Eph Williams, an ex-laborer and son-in-law to John Smith, imputed that all of the trouble occurred after Godman had promised to pay the laborers $35 per month and then only paid them $30. He related that all of the old laborers had then left for Chattanooga where John Trindle was employed. Despairingly, Williams commented, "All this was doon [sic] because we asked about that other five dollars." He also charged that the new laborers employed by Godman were letting the Cemetery grow up into grass and were breaking the headstones as a result of not knowing how to run the machines. 16 Superintendent Godman denied

14. Ltr., Mr. Willard, engineer, to Holabird, May 11, 1887, C.F.


16. Ltr., reputedly written by Eph Williams, also bearing the signatures of John Smith, Henry Bucks, Dick King, Elie Frazer, Joshua Woods, and Bill Knellier to War Dept., April 1887, C.F.
all of Williams' accusations, and added that:

Eph Williams passes on the public road, within 30 yards of the Lodge, and boasts of the fact, of these men being employed at the Chattanooga Nat'l. Cemetery, and other vicious colored people living back of the wall do the same thing. This has a demoralizing effect on my present forces, and is not calculated to assist me in maintaining discipline.¹⁷

In the latter part of May 1887, Eph Williams again wrote the War Department, this time as a prisoner in the Vicksburg jail. Williams had been charged with discharging a gun within 200 yards of the Cemetery and with using abusive language to the superintendent's family, and he had pleaded innocent to the charges. He claimed that he was not allowed to speak in his own behalf and that Superintendent Godman had instructed his witnesses on what to say. Describing the conduct of the Court, Williams protested that "[they] did not allow me any more chance than a Dog and so through the mits[sic] of this they crushed me right down like a Dog and send me our [sic] to jail for 30 Days." In addition, Superintendent Godman had preferred charges of libel against Williams in connection with the letter he had written to the War Department. Williams begged for the help of the War Department in the matter, saying that he thought that incidents occurring inside the Cemetery were to be tried before a U.S. Court and not a County District Court as was planned.¹⁸

¹⁷. Ltr., Godman to Holabird, May 16, 1887, C.F.

¹⁸. Ltr., Eph Williams to War Dept., May 27, 1887, C.F. (By Act of the State Legislature, approved Feb. 12, 1875, jurisdiction over all of the land occupied by the Vicksburg National Cemetery was ceded to the U.S.)
Eph Williams was ultimately tried and convicted before a jury in the Circuit Court of Mississippi and fined $100. As a result of defaulting in the payment of the fine, Williams was sentenced to be confined in jail for an unspecified time. Shortly thereafter, the Vicksburg Evening Post reported:

Superintendent Godman, of the National Cemetery, is having a transcript made of the Circuit Court in the case of Eph Williams, colored, who was convicted of having maliciously libelled him in certain letters written to the authorities at Washington. Before Williams' trial, however, Capt. Godman was fully vindicated in the eyes of the powers that be.

Regardless of the conflicting testimony, one might well question the quality of Mississippi justice in this period.

While 1887 was a year for unfortunate and disconcerting personnel problems at Vicksburg, in Washington Congress finally mustered enough support to pass the $10,000 appropriation for improvements to the Cemetery road requested six years earlier by the Secretary of War. The Bill, which was introduced in May of 1886, was finally approved on March 3, 1887. In addition, the firm of Samuel R. Block, at that

19. Ltr., Catchings and Dabney, attorneys for Thomas Godman, to Holabird, March 31, 1888, C.F.
time constructing waterworks for the city of Vicksburg, requested authority for themselves, their successors, and assigns to lay pipes or mains along the National Cemetery road leading from Vicksburg to the National Cemetery. Quartermaster General Holabird advised the Secretary of War that the city pipes would not interfere with the use of the road provided they were placed above or below the numerous drain pipes already crossing the road. Subsequently, a revocable license to proceed was granted to the New York firm of Samuel R. Block & Co. on March 17, 1887.

The allotment for labor in 1888 was $3,040, which was divided among one gardener, 12 months of the year at $60 per month; two laborers, 12 months of the year at $30 per month; five laborers, eight months of the year at $25 per month. Upon arriving at the Cemetery for an inspection in May 1888, Civil Engineer Owen found that two of the men were constantly engaged in keeping the drives in good condition. With the exception of the discontinuance of the drive along the south side of the Cemetery and the placement of a fountain near the main entrance, few significant changes had been made in the Cemetery since the time

22. Ltr., L.W. Magruder, for Samuel R. Block and Co., to Secy. of War Endicott, Feb. 21, 1887, C.F.
23. Ltr., Holabird to Endicott, Feb. 23, 1887, C.F.
of Owen's last visit. The fountain was constructed by setting a 10-inch columbiad gun in a concrete basin and then forcing a jet of water through the muzzle of the gun, some feet into the air.\(^7\)

The Superintendent's Lodge still remained in a dilapidated condition. Congressman T.C. Catchings of Mississippi added his voice to the growing sentiment of disapproval by writing, "The one there is an ugly, diminutive, and unsightly affair, totally out of keeping with its surroundings, and so far from reflecting credit on the Government, is positively an eye-sore." \(^6\)

Deputy Quartermaster General Card communicated to Representative Catchings that the War Department felt that it would be impracticable to erect a new Lodge at that particular juncture but; he informed Catchings that plans were being proposed for marked improvements to the present Lodge.\(^7\) That same day, Colonel Card advised Major Kirk that, in addition to the allotment for the care and maintenance of the Vicksburg National Cemetery for the current fiscal year, an additional allotment of $2,500, or as much of it as required, would be made available for improvements to the Lodge in accordance with plans furnished by Civil Engineer Owen.\(^8\)


\(^{26}\) Ltr., Congressman T.C. Catchings, Vicksburg, Miss., to Holabird, July 17, 1888, C.F.

\(^{27}\) Ltr., Card to Catchings, August 17, 1888, C.F.

\(^{28}\) Ltr., Card to Kirk, August 17, 1888, C.F.
As plans for the improvement of the Lodge were being developed, the opinion of William Stanton, the architect who had raised the Lodge in 1876, was solicited as to the likelihood of the present Lodge withstanding the addition of a second story. Stanton explained that the walls above the foundation were hollow, being constructed of two half bricks, four inches each, placed two inches apart. He also commented that the walls were racked quite a bit when the Lodge was raised twelve years previously, and, he advised, "I do not think the walls will stand another story." 29

In deference to Stanton's opinion, Engineer Owen stated, "I recommend the abandonment of the plan of improving the present lodge permanently, and the building of a new lodge whenever sufficient funds can be spared for the purpose." Owen suggested, instead, that the appropriation be reallocated to provide $100 for repairs to the roof of the present Lodge, $1,500 for the construction of a new outbuilding and kitchen, and $900 for the erection of a new greenhouse. 30

On October 4, Quartermaster General Holabird approved the recommendations of Civil Engineer Owen and ordered that the reallocation of the funds be made. 31

29. Ltr., William Stanton to Godman, Sept. 29, 1881, C.F.


31. Ltr., Holabird to Kirk, Oct. 4, 1888, C.F.
Immediately thereafter, advertisements for the construction of the new greenhouse were circulated; but only two bids were received, the lowest being $1,420.32 Holabird ordered both proposals rejected as exceeding the appropriation and new plans drawn up for the construction of a building within the present allotment.33 Superintendent Godman reported, however, that "a suitable greenhouse ought to be built here in four weeks." He explained that the present greenhouse was so dilapidated as to be unfit to carry the plants on hand safely through the winter. Godman suggested that, if a greenhouse could not be built immediately by contract, he be allowed to employ the Cemetery laborers toward that end.

On December 17, Superintendent Godman was authorized to purchase the materials necessary for carrying out his proposal.35 In addition, a contract was made with J.C. Carson on December 22 for the erection of the new outbuilding at a cost of $1,400.36

32. Ltr., Kirk to Holabird, Nov. 30, 1888, C.F.
33. Ibid., Holabird, 1st endorsement, Dec. 10, 1888, C.F.
34. Ltr., Godman to Kirk, Dec. 16, 1888, C.F.
35. Ltr., Holabird to Kirk, Dec. 27, 1888, C.F.
36. Ltr., Holabird to Kirk, Dec. 22, 1888, C.F.
In January 1889, Superintendent Godman reported that the Cemetery laborers were at work replacing the old brick greenhouse, 41 by 12 feet, with a new building to be 56 by 18 feet. Also under construction was the new outkitchen, 30 by 16 feet, which had replaced the old kitchen, 37 by 8 feet. In addition, Superintendent Godman listed the size and location of the various other existing buildings:

1. Superintendent's Lodge—51 feet X 21 feet, and 40 feet from the east wall.

2. Brick Office—20 feet square, and 25 feet west of the east entrance.

3. Laborer's Cottage—18 feet 4 inches X 35 feet 5 inches with tool and forage rooms, stables, cart and wood sheds attached, 355 feet from main entrance.

Whereas the old greenhouse had been 60 feet south of the Lodge, the new structure was being constructed on the opposite side of the Cemetery, 340 feet east of the main entrance.37

In March of 1889 Superintendent Godman reported that "squatters are building shanties on three sides of the walls and are becoming bold and defiant daily, and some steps should be taken at an early date, to establish the correct line." He recommended that Civil Engineer H. St. L. Coppie, the author of a new map of Vicksburg, be hired to survey the boundaries of the Cemetery.38 Earlier in February,

37. Report sent to Godman from Holabird (to be filled out by Supt. and returned,) Jan. 8, 1889, C.F.

38. Ltr., Godman to Kirk, March 13, 1889, C.F.
Engineer Coppie had submitted an estimate of $275 for the work. However, Deputy Quartermaster General Charles G. Sawtelle was directed by Holabird to report that no funds were available for the survey.

In November of 1889, Superintendent Godman informed Major James W. Scully, newly appointed Quartermaster at Atlanta, Georgia, that the water system employed at the Cemetery had become obsolete due to alteration and expansion of the grounds. He commented, "The present arrangement is unsatisfactory both as to quality and quantity of water supplied." During heavy rains, trash, mud, and other debris tended to collect in the basin that had been constructed above the ram to supply it with a steady flow of water. In dry weather, Mint Spring Bayou would get so low that cattle would gather near the basin, thereby polluting the water. The ram itself was old and in constant need of repairs. The situation was such that "the handsomest portions of the grounds have no water facilities, and during summer water has to be hauled in carts from the lake, a tedious, and unsatisfactory method." Superintendent Godman concluded his report by recommending that connections be made with the City Water Co. which had recently installed pipes under the National Cemetery Road.

39. Ltr., H. St. L. Coppie, Civil Engineer, to Godman, Feb. 28, 1889, C.F.

40. Ltr., Sawtelle to Kirk, April 6, 1889, C.F.

41. Ltr., Godman to Major James W. Scully, QM Atlanta, Georgia, Nov. 23, 1889, C.F.
Earlier in November, the Vicksburg Water Supply Co. had offered to lay, at its own expense, a four-inch cast iron pipe from its main on Washington Street in Vicksburg to the north side of Glass Bayou on the National Cemetery road. R. McFarland, representing the Water Company, advised that the government would have to continue the pipe, at its own cost, from the north side of the bayou to the Cemetery gate, but added that the Water Company would provide all plans and supervise all work at no cost. Further, the Water Company agreed to make all future repairs and alterations at its own expense. McFarland estimated the cost of laying the four-inch pipe from the north side of Glass Bayou to the Cemetery gate at $3,760.35.\textsuperscript{42}

Civil Engineer Owen, however, remarked that, if the water supply from the stream was unfit during certain seasons, a larger additional cistern could be erected at little expense. He reported that the ram was still repairable, but that even the cost to replace it would not be great. Owen did admit that the basin mentioned above, as well as a nearby dam, were on private property, and to erect a fence to keep animals out of the basin, it would be necessary either to secure a long lease or purchase the land. The land in question was approximately 5,000 square feet in area. Owen also mentioned that the basin, only 30 by 50 feet, could be kept clean at relatively little cost.\textsuperscript{43}

\textsuperscript{42} Ltr., R. McFarland to Godman, Nov. 20, 1889, C.F.

\textsuperscript{43} "Vicksburg Water Supply," remarks of Engineer W.H. Owen, Dec. 10, 1889, C.F.
Consequently, William York Atlee, President of the Vicksburg Water Supply Co., was informed that "the proposed scheme for connecting the Vicksburg, Miss. National Cemetery, with the City Water Works, is not favorably considered." 44

In February of 1890, Representative Catchings, by then Chairman of the House Committee on Rivers and Harbors, forwarded to Quartermaster General Holabird a copy of a bill which he had introduced in Congress to provide the Vicksburg Cemetery with an adequate water supply. Catchings stated that he believed the bill would pass if it met with the favorable approval of the Secretary of War. 45 In a brief prepared for the War Department on February 28, 1890, Colonel Sawtelle stated that, in addition to the cost of $3,760.35 for laying the water main to the Cemetery gate, $385.30 would be required for introducing the pipes into the Cemetery grounds, making a total cost of $4,145.65. This price was exclusive of the yearly rental fee of $412 which the Water Co. planned to charge for supplying the Cemetery with water. Sawtelle added that the total amount of money expended for water at the Cemetery since June 30, 1885, had been only $306.45. 46 In view of the above, Quartermaster General Holabird advised the Secretary of

44. Ltr., Sawtelle to William York Atlee, Pres. of Vicksburg Water Supply Co., Jan. 18, 1890, C.F.

45. Ltr., Catchings to Holabird, Feb. 29, 1890, C.F.

46. Brief, Sawtelle, Feb. 28, 1890, C.F.
War that "it is recommended that the Bill H.R. 7011, now under consideration, be not favorably considered by the War Department."  

The Secretary of War added his endorsement to the recommendation of the Quartermaster General and informed Representative Catchings of the War Department's decision.  

During the month of March 1890, Superintendent Godman submitted an estimate of the cost of repairs for the existing water system. Listed as advisable were the purchase of 5,000 square feet of land, embracing the dam and pond which supplied the hydraulic ram, for $500, and the construction of a new wooden water tank, 10 by 10 feet, for $136. Cited as urgent were the construction of a new cistern, 12 by 12 feet, near the stable for $200; the placement of a pump at the cistern for $20; the repair of the existing water tank for $20; and the repair of the hydraulic ram for $50. The items listed as urgent amounted to a total expenditure of $290. On April 9, Colonel Sawtelle authorized the allotment of $290 for the most pressing repairs.

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47. Ltr., Holabird to Sec. of War Redfield Proctor, March 11, 1890, C.F.

48. Ltr., Proctor to Catchings, March 18, 1890, C.F.

49. Ltr., Godman to Scully, March 16, 1890, C.F.

50. Ltr., Sawtelle to Scully, April 9, 1890, C.F.
In August 1890, Dabney and McCabe, Attorneys-at-Law, described for the benefit of the Secretary of War the water supply system employed at the Vicksburg National Cemetery. Immediately south of the Cemetery flowed Mint Spring Bayou. To the east of the Cemetery, the bayou spilled down a steep hill which was nearly on a plane with the highest portion of the Cemetery. In 1881 or 1882, this part of the bayou, lying east of the Cemetery, was dammed by Cemetery laborers on land owned by Mr. William McGee, thus creating a pond. The water was then pumped from the pond to the water tank on the Cemetery grounds by means of a hydraulic ram. As attorneys for McGee, Dabney and McCabe suggested that "the use of this water and of this land whereon it is ponded, if it is worth anything, ought to be worth at least $100 per annum and with this sum Mr. McGee, our client, would be satisfied." 51

Quartermaster General Batchelder on reviewing the subject, concluded that "the amount named as rental for this land ($100 per annum) is deemed excessive and cannot be entertained by this office." 52 After considerable bargaining, McGee agreed to accept a rental of $50 per annum. 53 On February 19, 1891, Deputy Quartermaster General Marshall

51. Ltr., Messrs. Dabney and McCabe, Attorneys-at-Law, to Secy. of War Proctor, Aug. 19, 1890, C.F.
52. Ibid.; 3rd endorsement, Batchelder, QMG, Oct. 20, 1890, C.F.
53. Ltr., William McCabe to Scully, Jan. 28, 1891, C.F.
I. Luddington authorized Major Scully to pay McGee this amount commencing with the date of the current claim, August 19, 1890, but he added, "It should however be distinctly understood that all claim for water used in the past, is relinquished." 54

During the month of July 1890, Supt. Thomas Godman was discharged from duty at the Vicksburg National Cemetery by order of the Secretary of War, after an investigation had been made into the conduct of his affairs as superintendent. He was replaced by Thomas France on July 21. 55

Later in September of that year, Major Scully commented, ex post facto, that "there were no records of purchases; time of employees; repairs made or anything to show what had been done, or the methods of the Superintendent in making expenditures during the last four years, in the office." 56 In a statement, also issued ex post facto, J. H. Billington, gardener, swore to the following charges against Thomas D. Godman, late superintendent of the Vicksburg National Cemetery:

1. Drew check on rolls for $50.00 in April, 1890, for repairs to hydraulic ram which were never made.

2. Drew check for $70.00 for repairs to Cemetery Wall which were never made.


55. Ltr., Supt. Thomas France to Scully, July 25, 1890, L.S.

3. Had men sign rolls as laborers, ditchers, brick masons and plumbers who never were employed at the Cemetery.

4. Had men sign rolls as painters for painting the gardener's cottage and drew check for same—cottage was actually painted by gardener himself.

5. Sent vouchers for fuel (wood) but did not have one cord of wood delivered to Cemetery after Dec. 19, 1889—instead had laborers cut down trees in various parts of the Cemetery.

6. Had one of the men paid by the U.S. in town making flower gardens for his friends.

7. Spent most of his time, from Dec. 1, 1889, until leaving, in town at the Gibraltar Publishing Co.—also had Cemetery laborers assist him.


9. Allowed drunken women to occupy the Lodge in his wife's absence.

10. Had one illegitimate child by one of the above women—claimed child was his wife's and put the child on the public rolls as such.

11. Would discharge laborers if they would not buy his old clothes at outrageous prices.

12. Left Vicksburg owing debts of $700 (private) and also some in the name of the government.57

In reference to Billington, Representative Catchings commented, "He is regarded by every [one] in Vicksburg as a worthy and reliable man.

T. D. Godman formerly Supt. of the Cemetery there, turned out to be an unmitigated [sic] scoundrel in every respect." In view of the fact that Thomas Godman was reported as a deserter from the United States Army on three occasions prior to July of 1869, it seems remarkable that he ever was awarded the responsible position of Superintendent of the Vicksburg National Cemetery in the first place. Although he ultimately received an honorable discharge from the U.S. 7th Cavalry on January 26, 1878, after being wounded in battle on September 30, 1877, at Bear Paw Mountain, Montana Territory, in an engagement with Chief Joseph's band of Indians, the Adjutant General's Office considered him to be "in a continual state of desertion since Sept. 5, 1865."  

58. Ltr., Catchings to Batchelder, Jan. 22, 1892, D.F. 7792.
59. Pension File for Thomas D. Godman, Certificate No. 253234, N. A.
60. Ibid.; Correspondence from the Adj. Genl's Office to Commissioner of Pensions, April 22, 1891.
V. Three Decades of Stability, 1890 - 1920

During the period from 1890 through the early 1920's, the physical appearance of the Cemetery remained relatively unchanged, as Cemetery funds and labor were expended primarily on routine maintenance operations. Aside from a few interesting occurrences and small number of incidental projects, affairs at the Cemetery progressed in a rather stable manner. The condition of the Lodge certainly grew no better, and the new Superintendent, Thomas France, complained, "I can stand on the floor and see the sky overhead through the roof." ¹ Upon inspecting the Lodge in September of 1890, Major Scully reported that, as a result of the leaky roof, the plaster had fallen from the ceilings in all of the rooms. He estimated the cost of repairs at $185. In addition, he reported that the belfry, erected around the time of the establishment of the Cemetery, was rotted and in danger of falling. The major recom- that the necessary repairs be made to the Lodge roof and the belfry as soon as possible.²

On March 9, 1891, Superintendent France messaged that, on the 5th, 6th, and 7th of the month, a rain storm had battered the vicinity in and around Vicksburg. France related that "the oldest inhabitants here say they never saw so much rain fall in so short a time before." Some

1. Ltr., France to Scully, July 25, 1890, L.S.
damage had been inflicted upon the Cemetery embankments; but the superintendent emphasized that "the Cemetery road is in a dreadful condition." 3 Earlier, in September 1890, Major Scully had reported that the road was in such bad condition that it was, in fact, "lower in the middle than at the edge." 4 However, a contract had been negotiated with Kennedy and Conaghan prior to the severe storm, for repairs to the approach road; and they were slated to commence working on March 23, 1891. 5

Work on the road was nearly finished by the middle of May; but on May 18, Superintendent France ordered all work to cease, in compliance with orders just received. 6 By some miscalculation, France had overexpended the allotment for repairs, $3,845, by $273. 7 As only about 250 additional cubic yards of gravel was required, 8 the Quartermaster General ordered the work to proceed to completion. 9

3. Ltr., France to Scully, March 9, 1891, L.S.
5. Ltr., France to Scully, March 23, 1891, L.S.
6. Ltr., France to Scully, May 21, 1891, C.F.
7. Ltr., Scully to Batchelder, June 11, 1891, C.F.
8. Ltr., France to Scully, May 21, 1891, C.F.
9. Ltr., Batchelder to Scully, June 16, 1891, C.F.
In January 1893, the comrades of the late Bvt. Brig. Gen. Embury D. Osband requested that they be allowed to remove the remains of the deceased to the National Cemetery at Vicksburg. Osband, who had commanded General Grant's provost guard from Cairo, Illinois, in 1861 until after the surrender at Vicksburg, had died on October 4, 1866, and was buried in the levee along the Mississippi at Carolina Landing, where his remains were endangered by the river's encroachment. The request of Osband's comrades was granted, provided there was no cost to the United States for removing the remains. His remains were accordingly taken up, and Osband enjoys the distinction of being the highest ranking officer buried in the Cemetery.

In June of 1893, Superintendent France reported that, for the sake of harmony, he had decided to divide the Decoration Day exercises into two ceremonies, one for Negroes and one for Whites. The Negroes held their ceremony from noon until 3 p.m., and the whites held theirs from 3 p.m. until 5 p.m.


A year later, Superintendent France contracted a severe case of malarial fever and was replaced by Thomas Shea on June 4, 1894. Jules Dannelet, who had served as gardener at Vicksburg for over three years, died on December 6, 1894, and a new florist was therefore needed. An application for the position was submitted by J. H. Billington, who had worked at the Cemetery for several years before being discharged by Major Scully on February 9, 1891. No official cause was shown for the dismissal, but Superintendent Shea imparted that "two of the laborers state that it was for shipping plants to town, using the greenhouse as a private place on which to make profit, and being absent on his own and Mr. Godman's (then Supt.) private business when drawing pay from here." In view of the above, it was deemed unwise to re-employ Billington; and therefore, D. H. Rhodes, Inspector of National Cemeteries, was commissioned to select and recommend a suitable person to be employed as gardener for $60 per month, with the added privilege of using the Laborer's or Gardener's Cottage. In January 1895, Rhodes

13. Ltr., France to Capt. John R. Clem, May 23, 1894, L.S.
14. Ltr., Supt. Thomas Shea to Batchelder, June 7, 1894, L.S.
recommended Henry Winnerwisser, who was at that time employed as a gardener at the Executive Mansion in Washington, D.C. Mr. Winnerwisser had also been employed as a gardener at the Jay Gould Estate in New York and came highly recommended by Mr. Pfister, head gardener at the White House. Winnerwisser was accepted for employment at Vicksburg on January 4, 1895. After serving as gardener for three years, Mr. Winnerwisser tendered his resignation on March 14, 1898, due to alleged unjust treatment by the superintendent.

In November of 1905, Superintendent Shea was authorized to contract with W. H. Bruser for the erection of a 100-foot iron flagstaff to replace the old wooden one which had been erected in the 1880's. The work was to be conducted during the first part of 1906 at a total cost of $650. Earlier in February 1905, Superintendent Shea requested authority to discharge Nat Tangelson, who had been employed as gardener since June 1, 1904, because he was not properly executing his duties.

18. Ltr., OQMG to Winnerwisser, Jan. 4, 1895, D.F. 78-4-78.
On February 6, Shea was authorized to replace Tangleston with William Murphy, a Cemetery laborer, at a salary of $40 per month, commencing on March 1, 1905. 22 Supt. Thomas Shea, himself, was replaced by G. P. Thornton on December 20, 1905. 23

In August of 1906, William T. Rigby, Chairman of the Vicksburg National Military Park Commission, invited the attention of Superintendent Thorton to the last section of "An Act to establish a National Military Park at Vicksburg, Mississippi," approved February 21, 1899, which stated:

The provisions of this Section shall also apply to organizations and persons; and as the Vicksburg National Cemetery is on ground partly occupied by Federal lines during the siege of Vicksburg, the provisions of this Section, as far as may be practicable, shall apply to monuments or tablets designating such lines within the limits of that Cemetery.

In accordance with the Act, Chairman Rigby requested that the Vicksburg National Military Park Commission be allowed to place two bronze tablets within the Cemetery along the sharpshooters' lines of the 25th and 31st Iowa Regiments. 24 By November of the same year, two tablets, two feet by three feet, had been placed on granite posts near the roadway, marking the location of the two regimental sharpshooter lines. 25

When orders were given, early in 1907, for the demolition of the greenhouse due to insufficient funds for putting it in proper repair, Judge Frederick Speed of Vicksburg embarked upon a personal campaign to save the structure from destruction. In a letter addressed to Robert S. Oliver, Assistant Secretary of War, Judge Speed entered a plea, entreat ing him to secure revocation of the demolition order. Enclosed with his letter to Oliver, Judge Speed transmitted a copy of another letter, entitled "A Threatened Desecration," which he had published in the Vicksburg Herald.

Assistant Secretary Oliver replied, "I beg to inform you that, in view of your statement, an effort will be made to secure from Congress the necessary funds to place the greenhouse in proper condition. The Quartermaster General has been directed to rescind his order for its demolition." Copies of Judge Speed's letter to the Herald were also sent to other influential people; and as a result, numerous letters were received by Secretary of War William H. Taft from such high government officials as United States Representative John Sharp Williams of Yazoo City, Mississippi; United States Representative E. J. Bowers of Gulfport, Mississippi; U. S. Senator H. D. Money of Mississippi; Gen. William B. Allison, U.S. Senator from Iowa; U. S. Senator Charles

26. Ltr., Judge Frederick Speed to Robert Shaw Oliver, Asst. Secy. of War, May 27, 1907, D.F. 214275.

27. Ltr., Oliver to Speed, June 21, 1907, D.F. 214275.
Dick of Ohio; U. S. Senator William P. Frye of Maine; U. S. Senator A. J. McLarrin of Mississippi; and Secretary of the Treasury George B. Cortelyou. Notwithstanding the temporary respite, and moreover, in spite of the expressed desires of the important men mentioned above, the greenhouse was ultimately razed.

During November of 1907, a contract was awarded to P. M. Floyd of Vicksburg for a number of small construction projects and repairs, which included the reshingling of the Lodge roof. Primarily, the contract called for the construction of a connecting gallery between the Superintendent's Lodge and the outkitchen. In addition, it made provision for the erection of a new privy. The work was to commence on December 1, 1907, and to be completed before January 30, 1908, at a cost not to exceed $725.

During this period, a troublesome affair arose, which was quite similar, in many respects, to the one encountered with the Memphis & Vicksburg Railroad Company. As early as August 9, 1893, the Vicksburg Electric Transit and Light Company had requested authority, through Representative Catchings, to lay a street car line along the National Cemetery road. The War Department, however, considered such a line to be an undue hazard to the safety of persons driving along the Cemetery

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road. On September 28, 1893, Congressman Catchings requested reconsideration of the matter; but Secretary of War Daniel C. Lamont again refused.

In the Sundry Civil Bill, approved by Act of Congress on March 2, 1895, and in all subsequent legislation appropriating funds for the repair of roadways to National Cemeteries, it was stated, "Provided, That no railroad shall be permitted upon the right of way which may have been acquired by the United States to a national cemetery, or to encroach upon any roads or walks constructed thereon and maintained by the United States." Consequently, when C. A. Stanton of Memphis requested the right to construct a street car line along the National Cemetery road on August 8, 1903, his request was refused as being in violation of the Act of March 2, 1895. Similarly, a request submitted on February 2, 1902, by Messrs. Smith, Hirsch, and Landan of Vicksburg was also refused. On April 9, 1904, a resolution submitted by the Board of Trade of Vicksburg, calling for legislation to enable the Vicksburg Railway Power and Light Co. to extend their tracks to the National Cemetery, met with the disapproval of Quartermaster General Charles F. Humphrey, as did a like request tendered by Messrs. Dabney and McCabe on December 28, 1905. Finally, however, in view of the many proposals, the Quartermaster General conceded that, if it were not practicable to construct street car tracks along a line parallel to a given street on the east side of the Cemetery, Congress should enact a law to authorize the laying of an electric line along the Cemetery road.
Quartermaster General Humphrey made it very clear, however, that any such law should contain provisions to the effect that the grantees would be held responsible for all damages and repairs to the roadway; that a minimum of 30 feet would be left as a driveway; and that the Secretary of War would hold the power to locate the tracks.  

On June 20, 1906, an Act was introduced into Congress to authorize George T. Houston and Frank B. Houston to construct and operate an electric railway over the National Cemetery road. The Act, H. R. 14811, was approved January 18, 1907. In 1907, Congress also passed a special appropriation of $10,000 for repairs to the National Cemetery road, to be made available by July 1, 1907. J. P. Adams, Secretary of the Vicksburg Business League, wrote the Quartermaster General in April of 1907, requesting that the appropriation be applied to widening the road from thirty feet to forty feet to accommodate increasing traffic. This suggestion was not favorably considered, as the Depot Quartermaster at New Orleans had determined that the increased width would cost up to $21,300, thus exceeding the appropriation by $11,300. On April 25, 1908, a contract was awarded to H. W. Garbish for $9,750 for repairs

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31. H. R. 14811, Rogers, Legislative Documents, vol. 91. (See Appendix C for a copy of H. R. 14811.)
to the Cemetery approach road. 32

From 1907 to 1910, the Office of the Quartermaster General received a great quantity of correspondence from the Houston brothers, claiming that construction of the street car line, under the specifications contained within the Act of January 18, 1907, would be so expensive as to be prohibitive. Because three years had elapsed since the passage of the Act authorizing construction, and because various other parties in Vicksburg were eager to secure the license, the Houston brothers were delivered an ultimatum which stated they must begin working by the spring of 1910 or the War Department would take steps to revoke the license. 33

When the Houston brothers failed to comply with the demands of the ultimatum, their license was revoked and was awarded to E. J. Bomar and S. B. Wilson on February 20, 1911. 34 On December 7, 1911, Capt. James A. Woodruff reported that the electric railway along the


34. H. R. 26685, and H. R. 31071., Rogers, Legislative Documents, Vol. 91. (See Appendices P and Q for copies of the aforementioned Bills.)
approach road, as well as the repairs to the road itself, had been completed in compliance with the plans and specifications. 35

In 1875, the War Department had issued General Order No. 80 which stipulated that no visitors would be allowed in National Cemeteries before sunrise or after sunset, and that the serving of refreshments on Cemetery premises was prohibited. In addition, the orders stated that in those Cemeteries where the driving of carriages was permitted, it was required to be confined to a walk. 36 By 1910 the rules had to be amended to accommodate a new phenomenon, the automobile. In a letter to the Depot Quartermaster at New Orleans, Capt. E. H. Humphrey wrote, "I beg to advise you that the Assistant Secretary of War directs that the speed of automobiles and other vehicles at this Cemetery be limited to six miles per hour, and that in cases where the regular speed is exceeded the driveway gates be closed to persons who fail to conform to the speed limit as above." 37

By 1912, the available burial space in the Cemetery was rapidly diminishing, and in January of that year Superintendent Thorton warned


that "the necessity for a new burial plot is urgent." 38 Earlier in 1911, Thorton laid out a section in the extreme northwest corner of the Cemetery to provide for 128 new graves. 39 On January 26, 1912, Superintendent Thorton received authorization to prepare the new section for interments. 40 Upon making an inspection of the Cemetery in May of 1912, Maj. Gordon G. Heiner recommended that a gate for pedestrians be installed at the south entrance, as the large gate was kept closed. He also suggested that brick steps be constructed to connect the Lodge terrace with the main road, and that the then-present earth privy be divided into two parts for men and women. 41 On May 25, the Quartermaster at New Orleans received orders to carry out Major Heiner's recommendations. 42

38. 2nd endorsement, Thorton, Jan 17, 1912, on ltr., Thorton to QM, New Orleans, Dec. 6, 1911, D.F. 350-259.


42. Ibid., 3rd endorsement, Aleshire, May 25, 1912.
W. Renewed Construction and Activity, 1923

The year 1923 introduced an era of renewed construction and activity at the Cemetery which was to span over a decade. At its beginning, the period was marked by two significant changes of administration. The first to occur was the transfer of jurisdiction over the Cemetery from the Quartermaster's Depot at New Orleans to the Quartermaster's Intermediate Depot at Jeffersonville, Indiana, on January 2, 1923.¹ Seven months later, upon the retirement of G. P. Thornton at the age of 79, the Superintendency of the Vicksburg National Cemetery passed to retired 1st Sgt. William E. Sullivan.²

Until 1923, water for the Cemetery was still being obtained from Mint Spring Bayou, from which it was pumped to the tank near the Lodge by means of a hydraulic ram. As a result of the partial drainage of the bayou, city water was finally introduced into the Cemetery on July 1, 1923.³ The water was procured from a small branch line of the city water system which had been installed to accommodate a few customers in a sparsely settled neighborhood east of the Cemetery. The pipes

¹ Ltr., Jeffersonville Quartermaster's Intermediate Depot, Jeffersonville, Indiana, to Anderson-Tully Co., Mississippi, Jan. 8, 1923, V. N. C.


³ Ltr., Supt. William E. Sullivan to C.O., QMID, Jeffersonville, Aug. 1, 1924, V. N. C.
entered the Cemetery at the southeast corner and then ran to the Lodge, a distance of about 200 yards, where they emptied into the water tank. From the tank, the water ran to the Gardener's Cottage and stables, as had been the practice in the past.  

Scarcely a year later, an Act was introduced into Congress to permit the city of Vicksburg to construct, operate, and maintain water mains, in connection with the city waterworks, on and under the National Cemetery Road. After some debate the Act was approved June 7, 1924.

In March of 1924, 59 feet of the Cemetery wall collapsed in the northwest corner of the Cemetery onto a portion of the grounds illegally occupied by the Anderson-Tully Mill Co. Superintendent Sullivan reported that the break had occurred in a very conspicuous place, as it was visible both from the Cemetery road and the street car line. Consequently, on May 8, Superintendent Sullivan was authorized to contract with R. W. Boult for the reconstruction of the fallen portion of the wall for $235,

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5. H. R. 4816, Rogers, Legislative Documents, vol. 91. (See Appendix R for a copy of H. R. 4816.)


7. Ltr., Sullivan to C.O., QMID, Jeff., April 11, 1924, V. N. C.

8. Ltr., C.O., QMID, Jeff., to Sullivan, May 8, 1924, V. N. C.
and by the 22nd of May the repairs had been completed. Boult returned to the Cemetery during January and February of 1925 to repair and re-point a number of other sections of the brick enclosing wall at a cost of $215.

Throughout 1925, the Anderson-Tully Co. made several unsuccessful attempts to secure legislation for the sale to them of that portion of Cemetery land illegally occupied by their building. Finally accepting defeat in October of 1925, they wrote "to advise that said building has been removed from that portion of the Government reservation, and you may now close your file on this subject."

In October of 1924, Superintendent Sullivan had become alarmed over a critical situation that threatened to destroy all of the vegetation in the Cemetery. In a communication to the commanding officer at Jeffersonville, he warned:

This Cemetery and a great portion of the country surrounding, is infested with the Argentine ant, which is slowly but surely killing all the trees, shrubs and flowers in this Cemetery. Each and every tree in the Cemetery contains millions of these insects, and it is only a question of time until all trees and shrubs will be destroyed.

10. Ltr., C O., QMID, Jeff., to Sullivan, Feb. 3, 1925, V. N. C.
Sullivan reported that a state employed entomologist had surveyed the Vicksburg area in September of 1923, and that shortly thereafter poison had been successfully distributed in and about the city. However, the city had made no plans for conducting a similar campaign during subsequent years. By May of 1925, the predicament had grown considerably worse, and Superintendent Sullivan again attempted to impress upon the authorities at Jeffersonville the urgency of eradicating the problem. Finally in September of that year, the superintendent received the necessary poisons, as well as sponges for their application. He was also authorized to hire as many laborers as needed to distribute the poison. The crisis was averted, but continual requisitions for more poison were made throughout the following years. In response to the question, are trees and shrubs infested with insects, almost every subsequent Quarterly Report submitted by the superintendent contained the answer, "Yes--ants!"

During December of 1924, Boult returned to the Cemetery to replace the old wooden walk which ran about the Lodge with 20 square feet of new concrete walkway. The relatively small project was completed within 15 days at a cost of $136. Another incidental project was under-

15. Service Order # QM-3445 issued to R.W. Boult, Dec. 16, 1924, V. N. C.
taken in the following year. Earlier, in November of 1923, Superintendent Sullivan had requested permission to fill the gun fountain, situated near the main gate, which had not been in use since July 1, \textsuperscript{16} but the matter was deferred until 1925. During the first quarter of that year, the fountain was filled with earth at a cost of \$40. \textsuperscript{17}

The routine work of maintenance was carried on throughout this period, as always. The gardener cared for the trees, flowers, and shrubs, and had charge of the stables and tools. Additional laborers were employed to cut the grass and weeds, and to care for the driveways, gutters, and catch basins. After March of 1918, the grass in the north and south sections of the Cemetery had been allowed to grow to hay, due to an insufficient number of laborers. However, Superintendent Sullivan recommended in January of 1927 that this practice be discontinued. \textsuperscript{18} It is interesting to note that during this period the gardener at the Cemetery received a higher salary than the superintendent. The gardener, William Murphy, was paid \$1,080 a year, while Superintendent Sullivan received only \$900. \textsuperscript{19}

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\text{16. Ltr., Sullivan to C.O., QMID, Jeff., Nov. 17, 1923, V. N. C.}
\text{17. Superintendent's Quarterly Report for period ending March 31, 1925, V. N. C.}
\text{18. Ltr., Sullivan to C.O., QMID, Jeff., Jan 4, 1927, V. N. C.}
\end{flushright}
X. Construction of the New Superintendent's Lodge

It will be remembered that proposals for the erection of a new Superintendent's Lodge dated as far back as 1876, at which time Engineer James Gall had suggested that the existing Lodge was a veritable menace to the health and comfort of the superintendent's family. After over fifty years of criticism from local residents and army inspecting officers, the Quartermaster General's Office was finally motivated in 1927 to develop plans for replacing the old Lodge. In June of 1927, Lt. Col. Norris Stayton, Quartermaster at the Jeffersonville QMID, proposed constructing a Lodge similar to the ones at Marietta and Shiloh National Cemeteries. The new Lodge would front to the northeast and occupy, in part, the site of the old Lodge, thus necessitating its removal. In transmitting plans of both the Marietta-Shiloh type Lodge and another type which had been used at the Stones River National Cemetery, Colonel Stayton advised that "the Marietta-Shiloh building is considered the more suitable for the Vicksburg, Miss. National Cemetery and is more desirable in a warm, southern locality having more porch space, front and rear, more room on second floor and better arrangement of rooms on that floor." 


2. Ltr., Stayton to QMG, June 10, 1927, V.N.C.
Later that month, Stayton received information that the Quartermaster General had approved the erection of a Marietta-Shiloh type Lodge for the Vicksburg National Cemetery, and that $8,500 had been allotted for that purpose. Bids were accepted on November 10, and the lowest proposal was received of the M and Q Construction Co. of Nashville, Tennessee for $11,311. This sum fell short of the $12,000 that had been expended on the Marietta Lodge in 1921, but it exceeded the allotment by $2,811. Consequently, the Quartermaster General issued orders to Stayton to reject all bids, and to readvertise for the work after making modifications in the plans to bring down the cost.

On December 1, 1927, an unfortunate event occurred at the Cemetery which had the effect of expediting plans for the construction of the new Lodge. At 2:30 p.m., a fire erupted in the center room of the Lodge which "ruined everything excepting the records which were saved." Superintendent Sullivan reported:

The fire . . . was caused by a defective flue of the fireplace. A hole was burned through floor and roof, being a patch of about four feet square. I was not present at the time the fire started, but had been

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3. Ltr., AQM K. J. Hampton to C.O., QMID, Jeff., June 20, 1927, V. N. C.

4. Ltr., Stayton to QMG, Nov. 10, 1927, V. N. C.

5. Ltr., QMG to Stayton, Nov. 23, 1927, V. N. C.

6. Ltr., Sullivan to C.O., QMID, Jeff., Dec. 2, 1927, V.N.C. As of 1905, all records had been moved from the office, situated near the east entrance, to the north room of the Lodge which was subsequently used as an office. (Ltr., Sullivan to C.O., QMID, Jeff., Jan. 7, 1925, V.N.C.)
away but a short time before it started and arrived back at the lodge just as fire had been extinguished. The fire extinguisher was the only thing that saved the lodge from complete destruction.

No government property was damaged during the fire, but almost all of the personal effects of the superintendent and his family were destroyed either by fire or water. The records were moved into the old office, and Superintendent Sullivan and his family set up temporary quarters in the outkitchen and dining room building.7

With the aid of a Vicksburg architect, Michael J. Donovan, the plans were revised to provide for a Lodge of frame construction instead of stucco, as well as a few other minor modifications.8 Stayton then readvertised for the work, and on March 6 recommended that the contract be awarded to R. B. Howard, a Vicksburg builder, who had submitted the low bid of $9,304.9 Four days later, Stayton was advised that Howard's bid had been approved by the Quartermaster General, and that the allotment would be increased by $864 to allow for work.10 Shortly after the contract had been awarded to Howard, a proposal submitted by Michael J. Donovan to supervise the construction for a fee of 3% of the total cost

8. Ltr., Stayton to Michael J. Donovan, Feb. 1, 1928, V. N. C.
9. Ltr., Stayton to QMG, March 6, 1928, V. N. C.
10. Ltr., Hampton to Stayton, March 10, 1928, V. N. C.
was also accepted.\textsuperscript{11} With all of the preparations set, the work of providing the Vicksburg National Cemetery with a new Lodge was finally to begin on April 5, 1928.\textsuperscript{12}

By April 25, the old brick structure had been torn down, and the brick cleaned and stored.\textsuperscript{13} Previous to this time, the Cemetery had no facilities for electrical lighting, but on July 12 the Mississippi Power and Light Company offered to extend their lines to the Cemetery at a cost of $200.\textsuperscript{14} Superintendent Sullivan was authorized on August 9 to accept the proposal.\textsuperscript{15} On the last day of the preceding month, three days before the expiration date of the contract, Donovan had given notice that work on the Lodge was completed.\textsuperscript{16} Shortly thereafter, steps were taken

\begin{itemize}
\item \textsuperscript{11} Ltr., Stayton to Donovan, March 15, 1928, V. N. C.
\item \textsuperscript{12} Ltr., Capt. Charles A. Bader, AQM, to R. B. Howard, April 3, 1928, V. N. C.
\item \textsuperscript{13} Ltr., Donovan to Stayton, April 25, 1928, V. N. C.
\item \textsuperscript{14} Ltr., H. M. Jolly, local manager of Mississippi Power and Light Co., to Sullivan, July 12, 1928, V. N. C. On October 3, 1925, the Secretary of War, by the power vested in him, granted a revocable license to the Mississippi Power and Light Co. to erect and maintain an electric power transmission line on the east side of the National Cemetery Road from the city of Vicksburg to the Vicksburg National Cemetery. (Revocable License, October 3, 1925, V. N. C.)
\item \textsuperscript{15} Ltr., Capt. Frank A. Heywood, QMC, to Sullivan, August 9, 1928, V. N. C.
\item \textsuperscript{16} Ltr., Donovan to Stayton, July 31, 1928, V. N. C.
\end{itemize}
to make the new Lodge the first electrically lighted building in the Vicksburg National Cemetery. Obviously pleased with his new home, Superintendent Sullivan reported, "We are now living in the new lodge and it is certainly fine after living in the old one. It could not be any better constructed." 17

Y. Paving of the Cemetery Approach Road

Improvement of the Cemetery continued in 1928 with the paving of the Cemetery Approach Road. On November 30, 1926, a contract had been established between the Secretary of War and the Board of Supervisors of Warren County, acting on behalf of said county, to resurface and pave the macadamized approach road from Washington Street in Vicksburg north to the National Cemetery. Included in the contract was a provision that upon completion of the project, the Board of Supervisors were to accept a quit claim deed and the responsibility of maintaining the road from the United States. By Act of Congress, approved July 3, 1926, the sum of $50,000 was appropriated for the project. By June 21, 1927, it was decided to be in the best interests of both parties for the United States to construct the road instead of Warren County. Consequently, on June 30, 1927, Quartermaster W. A. Danielson, representing the United States, contracted with the Merrill Engineering Co. of Jackson, Mississippi, for the construction of 1.323 miles of road. The contract called for the grading and resurfacing of the road with sheet asphalt and binder, as well as, for the construction of culverts and bridges. All work was to be completed within 100 working days beginning June 30. A contract was also negotiated that same day with the State Highway Department of Mississippi to provide for engineering and supervision of construction.

On November 1, 1927, a change order was issued by Capt. Frank A. Heywood, specifying the addition of a bridge to be built over Mint Spring
Bayou at a cost of $530. All materials for the road were imported from other cities in Mississippi and the states of Alabama and Louisiana, but all of the labor force was hired locally. Due to inclement weather and various other delays the road was not completed until October 6, 1928. However, from March 1, 1928, until the completion date, all work had been maintained by the Mississippi State Highway Department. The sum of $48,167.95 was expended upon construction, and an additional $1,518.87 for engineering and supervision, making a total expenditure of $49,686.82. The unexpended balance was deposited to the credit of the Treasurer of the United States.¹

On February 5, 1929, the State of Mississippi, represented by the State Highway Department, accepted the National Cemetery Road from the County of Warren. Henceforth the road was referred to as U.S. Highway 61.² In addition, the license issued to E. J. Bomar and S. B. Wilson in February of 1911, covering the construction and operation of a street car line along the National Cemetery Road, was terminated in April of 1929 by relinquishment. No longer would street cars carry visitors to the National Cemetery.³

¹ "Completion Report of Approach Roadway to Vicksburg National Cemetery, Mississippi," QMIP, Jeff., Ind., May 7, 1929, V.N.C.


³ Ltr., Stayton to AMG, July 9, 1929, V.N.C.
Z. Improvement of the Water System

When the New Lodge was constructed, water was no longer procured from the tank adjacent to the site of the old Lodge, but from a line connecting the new Lodge directly to the city pipe which ran along the eastern side of the Cemetery. Although the first floor of the Lodge was sufficiently supplied with water under the new system, the second floor continually lacked water except when the pressure in the pipes was at a maximum. Consequently, the water system was changed in 1930 to adequately supply both floors of the Lodge. The work consisted of the laying of a one and one-half inch standard G.I. pipe from the city main on the west side of the Cemetery to the Superintendent's Lodge, a distance of 1,350 feet. In addition, a one and one-quarter inch standard G.I. pipe was to be laid from a point on the one and one-half inch main supply pipe, 160 feet east of the tool shop, to the stable buildings, a distance of approximately 350 feet. From this line, a one-inch pipe was to be extended in an easterly direction a distance of approximately 160 feet for future connection to the Gardener's Cottage. The work also consisted of the installation of four hydrants: one to be placed in the stable yard, another at the southeast corner of the tool shop, a third adjacent to the Gardener's Cottage, and

one in the garden on the east side of the Superintendent's Lodge. On September 25, 1930, a bid of $567 was accepted from the Enterprise Plumbing and Metal Works Company for execution of the project.

Upon making an inspection of the Cemetery in December of 1930, Col. C. A. Bach reported that the total cost for the fiscal year 1930 had increased from $6,726.47 to $7,994.85 over the preceding fiscal year. Under Sullivan's supervision, he found three permanent laborers and the gardener, William Murphy. The annual average of interments for the past five years had been 29, and as only 410 additional grave sites remained, Bach estimated that the Cemetery would be full in another 14 years. As this rate would also probably increase due to the deaths of World War I veterans, the colonel urged that additional land be acquired for the Cemetery.

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3. Ltr., C.O., QMID, Jeff., to Robert Nicholson of Enterprise Plumbing and Metal Works Co., Sept. 25, 1930, V.N.C. The hydraulic ram and the 10' X 10' iron water tank were sold to H.R. DeLozier for $40 in May of 1931, as they were no longer needed. Ltr., Col. F.H. Burton, QM, 4th Corps Area, to Sullivan, May 28, 1931, V.N.C.

AA. Construction of the New Service Building, the New Pasture Fence, the New Rest Pavilion, the New Pergola Roof for the Rostrum, and Reconstruction of the Gardener's Cottage

The year 1931 was an active one at the Cemetery. With the advent of warm weather in May of that year, plans were finalized for the construction of a new service building to replace the old stable and sheds constructed in 1882-83. On May 4, a contract was awarded to Louis A. Gily for the erection of a combination public toilet, stable, and vehicle building at a cost of $6,995. The building was to front in the east and to be aligned with the existing Gardener's Cottage at a distance of thirty feet. The new building was to be constructed of cement and common red brick, and the old sheds and stable were to be razed, as they were no longer necessary. The work began on May 18, 1931, and was completed two months later on August 12.

Meanwhile, Louis Gily was also constructing approximately 664 lineal feet of new pasture fence in the southwest portion of the Cemetery. The fence was built of nine-foot posts of galvanized tubular steel,


2. Ltr., Burton to Gily, May 16, 1931, V. N. C.

extending six feet above the ground, and standard paddock fencing. Work on the fence began June 26, 1931, and was completed July 25 at a cost of $750.

On the last day in June 1931, a contract was established with the A.N. Barfield Construction Co. to provide for substantial repairs to the Gardener's Cottage. Earlier, in 1928, Superintendent Sullivan had suggested replacing the Cottage, but he was informed by Col. Norris Stayton that it was not the policy of the War Department to erect more than one Lodge at any given Cemetery. Since the Superintendent's Lodge was being rebuilt during that year, plans for improving the existing Cottage were developed in lieu of erecting a new one. The improvements included the reconstruction of the second floor and front porch, and the installation of plumbing and electricity. The second floor, which had been constructed as one large room with no toilet facilities, was divided into two separate bedrooms with a bathroom between. Three dormers were added and the stairway was changed slightly. Barfield performed all of


5. Weekly Progress Report, QMC, 4th Corps Area, July 31, 1931, V. N. C.


7. Ltr., Stayton to Sullivan, Feb. 18, 1928, V. N. C.
the work at a cost of $2,125. 8

By means of an informal proposal, a contract had been awarded to R. B. Howard the month before for repairs to the pergola roof of the rostrum. Consideration had been given to constructing a new standard roof, but a decision was reached to repair the existing roof, so as not to destroy the beautiful wisteria vines that adorned the open trellis. This relatively minor project was completed between June 1 and June 20 for the sum of $300. 9

Finally, in July of 1931, plans were developed for replacing the old arbor that had stood atop the Indian Mound for over 55 years. The wooden arbor was almost completely rotted, with the exception of the columns, which were scarred and carved by knives. 10 Once again the services of the builder Louis A. Gily were solicited, and a contract was awarded to him on October 1 for the construction of a new brick rest pavilion for $600. 11 Upon completion of the pavilion at the end of November, Inspector J.A. Grambling noted several irregularities in

11. Ltr., Burton to Gily, Oct. 1, 1931, V. N. C.
the construction; but by December 11, the new pavilion stood satisfactorily on the site previously occupied by the arbor.\textsuperscript{13}

Earlier, in October, Superintendent Sullivan had recommended that the two old cisterns, one near the old office and one near the Gardener's Cottage, be rebuilt. He also suggested the rebuilding of the belfry, which had been erected about the time of the establishment of the Cemetery to inform laborers working in different parts of the Cemetery of the quitting hour. The 25-foot structure had blown down during a severe storm on May 9, 1927.\textsuperscript{14} Colonel Burton, however, advised that, since the Lodge, Cottage, and service building were now equipped with city water, there was no longer a need for the cisterns. He also considered the erection of a new bell tower unnecessary. The colonel ordered, instead, that all three structures be dismantled, and that salvageable lumber be stored for future use.\textsuperscript{15}

\begin{itemize}
  \item \textsuperscript{12} Report of Grambling to QM, 4th Corps Area, Dec. 1, 1931, V.K.C.
  \item \textsuperscript{13} Telegram, Gily to QM, 4th Corps Area, Dec. 11, 1931, V.N.C.
  \item \textsuperscript{14} Ltr., Sullivan to QM, 4th Corps Area, Oct. 1, 1931, V.N.C.
  \item \textsuperscript{15} Ltr., Burton to Sullivan, Oct. 6, 1931, V.N.C.
\end{itemize}
Early in 1932 an interesting case arose in the Cemetery for which there had been no precedent. In February of that year, Lt. Col. James H. Laubach wrote to Superintendent Sullivan to enquire as to the exact cause of death of Pvt. George Magee, Serial Number 2129209, and his wife, Mary Magee, both of whom were interred in the Cemetery at Vicksburg.¹

Superintendent Sullivan responded that "Mrs. Mary Magee was murdered by her husband, George Magee and later he committed suicide."² It was the opinion of Colonel Laubach that "inasmuch as the late George Magee committed a crime for which had he lived, he would have been convicted and sentenced, he should not have been buried in the Vicksburg National Cemetery even though he was honorably discharged." Therefore the colonel ordered Superintendent Sullivan to contact the relatives of George Magee and Mary Magee and explain to them that these two were not entitled to burial in a National Cemetery. Furthermore, he instructed Sullivan to make arrangements with the relatives for having the remains moved to a private cemetery at their own expense.


2. Ltr., Sullivan to Laubach, Feb. 13, 1932, V. N. C.

3. Ltr., Laubach to Sullivan, Feb. 17, 1932, V. N. C.
The Corps Area Judge Advocate was called on for a ruling, and he announced, "I cannot agree with the statement . . . 'that George Magee committed a crime for which, had he lived, he would have been convicted and sentenced.' This seems to be a conclusion." As murder is, in fact, an act and not the name of a crime, he remarked, "the homicide in question cannot be legally said to be murder until such time as it has become res adjudicata."\(^4\) In deference to this opinion, Colonel Laubach was obliged to report that "inasmuch as these bodies have been interred in the Vicksburg National Cemetery, they will not be disturbed."\(^5\)

\(^4\) Ltr., Corps Area Judge Advocate to QM, 4th Corps Area, Feb. 26, 1932, V. N. C.

\(^5\) Ltr., Laubach to QM, 4th Corps Area, March 5, 1932, V. N. C.
CC. Developments During 1933

Another interesting decision of a far different nature was rendered during the first part of the following year. In a letter circulated by the Office of the Quartermaster General, it was stated, "No recommendation will be submitted to this office for the temporary appointment of a woman as acting Superintendent of a National Cemetery, nor will the wife or any female member of the family of a Superintendent be left in charge of a National Cemetery for any period in excess of twenty-four (24) hours at any time." ¹

In April of 1933, Superintendent Sullivan requested permission to convert the old brick kitchen, which at that time was being used as a storeroom, into a garage. ² It was also suggested that the porch of the old kitchen be removed, as it was rotted, unsightly, and unnecessary³

By the end of June, the porch of the old kitchen had been razed and the salvageable wood used to convert one end of the kitchen into a garage. ⁴

Earlier, in February, heavy rains had caused the bank near the Indian Mound to cave-in for a distance of 100 feet. The bank, which

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¹ Ltr., H. Q., 4th Corps Area to Sullivan, March 17, 1933, V.N.C.
² Ltr., Sullivan to W. H. Noble, QM, 4th Corps Area, April 17, 1933, V.N.C.
³ Report, Maj. T. W. King, I.G.D., to C.O., 4th Corps Area, April 20, 1933, V.N.C.
⁴ Superintendent's Quarterly Report for period ending June 30, 1933, V.N.C.
originally had been 12-15 feet wide, was reduced to a width of only five feet. Later, in April, the wall along the south side of the Cemetery slid into Mint Spring Bayou in three different places. A breach occurring near the Indian Mound was the most serious, for it had broken a number of storm sewers that were the only outlet for the drainage from a considerable area. In May, Maj. T.B. Larkin, District Engineer, commented, "The south side of the Cemetery has been caving for some time and at the Indian Mound has caved nearly through the old road endangering the new road, and east of this point will eventually endanger the terraces and graves thereon. The caving has been due primarily to inadequate drainage."  

Major Larkin reported that borings along the old road had shown that, in the vicinity of the Indian Mound, the material below the present road consisted of approximately 15 feet of loess over a course sand and gravel stratum. Below the gravel stratum there were five to seven feet of silt, followed by another thin gravel stratum. The next lower stratum consisted of 15 feet of clay or disintegrated shale, and below this lay 25 feet of alternate layers of limestone and disintegrated shale. Larkin  


believed that a large part of the upper 15 feet of loess was artificial fill, and that the natural hill was actually encountered in boring to the first rock stratum. He concluded that "the borings indicate that water finds its way to the rock strata by seepage from the ground surface and lubricates the rock surface, thus softening the overburden at the face of the hill and causing the steep slope of the latter to become unstable and slide." 8

Larkin recommended the construction of a system of terrace drainage to provide for the quick disposal of rainwater, and to prevent much of the water from reaching the rock strata. He also suggested a system of deep seepage drainage be built by driving drains into the face of the hill along the rock surfaces. Finally, Larkin stated that, to place the Cemetery in the best possible condition, the terraces should be properly drained by lateral tile pipes placed at the foot of each terrace, a short distance under the surface. The engineer estimated the cost of preventing the surface water from saturating the soil at $29,000, and recommended that this initial sum be appropriated as quickly as possible. 9

On June 12, 1933, the Quartermaster of the 4th Corps Area was informed by the Office of the Quartermaster General that:

8. Ibid. This analysis bears a great resemblance to the one submitted in March of 1869 by Civil Engineer James Gall.

9. Ibid.
Upon receipt of the foregoing report and estimate, and even before this office had an opportunity to review the papers, an opportunity was presented and action taken to include an item of $29,000 for this work in the Public Works Program. In the opinion of this office the $29,000 will be made available and it is believed that when this money is provided, action should be taken to use it to begin the work, and that any additional amount which may be needed will be provided.\textsuperscript{10}

One day prior to the posting of this communication, John F. Steffy had assumed charge of the Vicksburg National Cemetery from William E. Sullivan, who had passed to a non-pay status pending retirement.\textsuperscript{11} At the age of 70, William Murphy also ended his career during the month of June 1933, after having served as gardener at the Cemetery for 28 years.\textsuperscript{12}

Immediately after assuming charge of the Cemetery, Superintendent Steffy recommended that a new burial section be opened, as only 18 available sites remained for Negro veterans.\textsuperscript{13} Originally, Steffy had planned to use the old roadway in the rear of the Indian Mound to

\textsuperscript{10} Ltr., OQMG to QM, 4th Corps Area, June 12, 1933, V. N. C.

\textsuperscript{11} "Summary of Official Record of Civilian Employee," War Dept., Aug. 14, 1933, V. N. C.

\textsuperscript{12} Ltr., Sullivan to QM, 4th Corps Area, May 29, 1933, V. N. C. Letter concerns Murphy's intentions to retire the following month.

\textsuperscript{13} Ltr., Supt. John F. Steffy to QM, 4th Corps Area, June 30, 1933, V. N. C.
provide for Negro burials, but due to the recent slides and cave-ins, this area was no longer accessible.14 The superintendent reported that there was a plot of ground southeast of the Cemetery in the Vicksburg National Military Park that could be used for this purpose, and he requested authority to have the area cleared by members of the Civilian Conservation Corps.15 Shortly thereafter, Quartermaster General J. L. DeWitt wrote the Assistant Secretary of War to request that his office be authorized, in the absence of legal objection, to transfer that part of the Military Park suggested by Steffy to the National Cemetery.16 However, the Judge Advocate General advised the Assistant Secretary of War that the Vicksburg National Military Park had been established pursuant to an Act of Congress, approved February 21, 1899, and acquired with a Congressional appropriation of $65,000. Therefore, he remarked:

Where land is purchased by the United States for a specific purpose, with funds appropriated by Congress for that purpose, the land may not be devoted to any other purpose than that for which acquired except with specific authority from Congress (C. 12895, June 30, 1902; Op. JAG 688, May 11, 1927.)

14. Ltr., Steffy to QM, 4th Corps Area, July 7, 1933, V. N. C.
15. Ltr., Steffy to QM, 4th Corps Area, June 30, 1933, V. N. C.
In view of the above, the Judge Advocate General concluded that no authority existed for the proposed transfer.¹⁷

¹⁷. Ltr., JAGO to Assist. Secy. of War, Aug. 8, 1933, V. N. C.
CHAPTER IV
Administration Under The National Park Service

A. Expansion of the Cemetery

On August 10, 1933, the administration of the Vicksburg National Cemetery, as well as that of ten other National Cemeteries around the country, was transferred to the Department of the Interior from the War Department. Capt. Hubert W. Beyette, Acting Quartermaster of the 4th Corps Area, communicated with Superintendent Steffy, stating, "The Department of the Interior will begin paying bills on August 11, 1933. On and after that date, all bills and correspondence should be directed to 'National Park Service, Department of the Interior, Washington, D. C.'"

Although Steffy continued as superintendent, the Cemetery became a neglected stepchild of the Vicksburg National Military Park, under the supervision of Supt. J. B. Holt.

In June of 1934, Sol Felner, representing American Legion Post No. 3 of Vicksburg, sent letters to Congressmen Ross Collins, J. E. Rankin,

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1. Ltr., Capt. Hubert W. Beyette, Acting Quartermaster, 4th Corps Area, to Steffy, Aug. 5, 1933.

and Russell Ellzey of Mississippi, concerning expansion of the Vicksburg National Cemetery. Having been a frequent visitor to both the National Military Park and Cemetery, Felner remarked:

I have particularly observed the growing crowded conditions of the graves and the lack of space for the burial of Veterans in the Cemetery, and the need for more ground to take care of the deceased Veterans, particularly those of the World War who are passing away quite rapidly and most of whom, dying in this vicinity, are being buried in the Cemetery. If the time has not already arrived, I am sure it will soon come when space for burial purposes will become an acute problem and the Government will find itself in a dilemma as to what to do with future burials. Now is the time, from an economical standpoint, also, for the Government to acquire the necessary additional space for these veterans, and also ground that will prevent others from encroaching upon the beauty of the surroundings, and I am therefore, taking the liberty of calling this matter to your attention so that you may take immediate measures to remedy the situation.³

During the previous year, Secretary of War George H. Dern had also become concerned over the lack of burial space at Vicksburg, and had corresponded with Secretary of the Interior Harold L. Ickes in regard to this problem. At that time, he informed Secretary Ickes that it had been the policy of the War Department that, whenever space in a National Cemetery was nearly filled, steps were to be taken to extend the Cemetery, rather than to start a new one.⁴ Secretary Ickes had assured Dern that

³. Ltr., Sol Felner, representing Am. Leg. Legion Post No. 3, Inc., Vicksburg, Miss., to Congressmen Ross Collins, J. E. Rankin, and Russell Ellzey of Miss., June 1, 1934, N. P. S.

⁴. Ltr. Secretary of War George H. Dern to Sec. of the Interior Harold L. Ickes, Aug. 31, 1933, V. N. C.
the matter would be taken under consideration by the Interior Department. 5

By June of 1934, the Superintendent of the Vicksburg National Military Park had detailed J. C. Darnell, an engineer, to prepare maps of the land surrounding the Cemetery and to obtain data concerning the desirability of acquiring certain properties. 6 J. E. Rankin, Chairman of the House Committee on World War Veterans' Legislation, had also transmitted a copy of the Felner letter to Arno B. Cammerer, Director of the National Park Service. In reference to the letter, Rankin inquired as to whether the necessary expansion of the Cemetery could be accomplished by administrative action or whether Congressional legislation would be required. 7

Cammerer responded that the National Park Service was in the process of studying plans for the proposed expansion but that "the proper development of this program cannot be accomplished without legislation." 8

While plans for the proposed extension of the Cemetery were being worked out in Washington, the burdens of a depressed national economy

5. Ltr., Ickes to Dern, Sept. 9, 1933, V. N. C.


7. Ltr., Rankin to Cammerer, June 6, 1934, N. P. S.

8. Ltr., Cammerer to Rankin, June 14, 1934, N. P. S.
were being felt in Vicksburg. During 1933, four C.C.C. camps had been established in the Vicksburg National Military Park, and the more than 300 C.C.C. enrollees were employed to combat erosion in the Park in the vicinity of Ft. Hill, and in the Cemetery just south of the Indian Mound.\textsuperscript{10} Under the Civilian Works Administration, an additional 300 men were employed to repair gullies formed by erosion, with the biggest expenditures taking place at Ft. Hill, the site of the Spanish stronghold, Los Nogales.\textsuperscript{11}

Members of the C.C.C. had also been assigned to the Cemetery to cut the grass and spray the evergreen trees with Bean Powder Spray to guard against disease, while the Federal Relief Administration had furnished 75 Negro women for general maintenance. The women helped by gathering fallen leaves which would otherwise have clogged the Cemetery drains.\textsuperscript{12}

Care of trees in the Vicksburg National Cemetery was particularly essential because of its collection of beautiful and rare specimens. Probably the most valuable specimen in the Cemetery was the Ginkgo tree, the oldest tree known to civilization.\textsuperscript{13} The Cemetery also possessed

\begin{itemize}
  \item \textsuperscript{9} "Superintendent's Annual Report," F.Y. 1933, N. P. S.
  \item \textsuperscript{10} "Superintendent's Monthly Report," April, 1936, N. P. S.
  \item \textsuperscript{11} Ibid.
  \item \textsuperscript{12} "Superintendent's Report," F.Y. 1935, N. P. S.
  \item \textsuperscript{13} "Superintendent's Monthly Report," March 1935, N.P.S.
\end{itemize}
two German-Lindens that had been grafted onto native Ash root-stock. Other outstanding specimens included the Spanish Oak, Flowering Dogwood, and Japanese Magnolia.\textsuperscript{14} Although the problem of the Argentine Ant had been alleviated by this time, the trees were now attacked by a new enemy -- mistletoe. The Forestry Department supplied a crew of men, under the direction of B. S. Baker, who endeavored to remove the mistletoe before it could become a menace to a majority of the trees.\textsuperscript{15}

\textsuperscript{14} Report of Robert B. McGinnis, Tree Surgeon, June 25, 1932, V. N. C.

\textsuperscript{15} "Superintendent's Monthly Report," August 1935, N. P. S.
B. Memorial Day Services

In May of 1934, a National Memorial Day exercise was held at the Vicksburg National Cemetery for the first time in many years. At the second exercise, held in 1935, Governor Sennett Conner of Mississippi, the honored speaker, addressed an audience of 3,430 visitors.\(^1\) The Governor briefly outlined the precepts of the Confederacy and the struggle for understanding which had followed the conclusion of the Civil War. He also spoke of the origins of Memorial Day on April 26, 1866, in Columbus, Mississippi, where "the gracious women of the community had decorated the graves of both Confederate and Union soldiers." He related that the North later adopted a National Memorial Day that only honored the "men in Blue," and that, therefore, separate days had been fixed by the North and South to honor the dead. However, the Governor continued, "in more recent years we of the South have joined in the 'national' observance of Memorial Day for the purpose of paying tribute to the dead of all wars."\(^2\)

On the speakers' stand, the chairs and silver water service used by Governor Conner were the same as those used by Presidents McKinley and Roosevelt upon the occasions of their visits to the Cemetery and Vicksburg. Sharing the speakers' stand with Governor Conner was J. W.

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Hazlett, the sole remaining Warren County Confederate veteran. The audience on this day, as it would be on future Memorial Days, was composed primarily of citizens of Vicksburg and members of various veterans' organizations.³

3. Ibid.
C. Completion of the Cemetery Extension

By March of 1935, Representative Daniel R. McGehee had succeeded in getting an item of $82,000 into the War Department appropriation bill for the extension of the Vicksburg National Cemetery. Initially, Park officials had attempted to direct the major portion of the appropriation toward acquiring more land for the National Military Park, explaining that the purchase of private lands in the vicinity of Ft. Hill was indispensable for the proper continuation of erosion control in that area. As Congress was currently adverse to allocating funds for acquisition of land for Park purposes, the full appropriation had to be devoted to expanding the National Cemetery.

Fredrick L. Kirgis, Acting Solicitor, made the following opinion regarding the power of the Secretary of the Interior to purchase such lands, concomitantly with a necessary reinterpretation of such power:

The Secretary’s authority to purchase this land is found in the Act of February 22, 1867 (14 Stat. 400), the authority there given to the Secretary of War, now being vested in the Secre-

1. Memorandum, Verne E. Chatelain, Chief of Historical Division, Branch of Research and Education, to Cammerer, Demaray, and Moskey, March 30, 1935, N. P. S.

2. Personal conversations with Edwin C. Bearss, VNMP Historian from Sept. 1955-Oct. 1958, and Regional Research Historian, Oct. 1958-April 1966. As a result, Mr. Bearss is quite familiar with the growth and development of the Vicksburg National Cemetery. I conversed with Mr. Bearss, who is now a research historian with the Office of Archeology and Historic Preservation in Washington, at various times during the period from Jan. to March 1968.
tary of the Interior, as a result of a transfer of jurisdiction over the Cemetery by Executive Order No. 6228 dated July 28, 1933. Funds for the purchase were made available by the appropriation Act of April 9, 1935 (49 Stat. 145), wherein authority was given to the Secretary... to purchase lands for the extension of said cemetery, but in view of the Executive Order above, the Comptroller General on July 23, 1935, directed that said funds so appropriated be transferred to the Department of the Interior. 3

During the last few months of 1935 and the first part of 1936, representatives of the Department of the Interior obtained options on land surrounding the National Cemetery from approximately 40 property owners. In March of 1936, these options were approved by T. A. Walters, Assistant Secretary of the Interior. These options, therefore, constituted a contract of bargain and sale between the property owners and the government. Upon informing the land owners, during the first week in April, that their options had been approved, Park Superintendent L. G. Heider requested that each landowner secure an abstract of title for his property and forward it to the Park. By the first week in June 1936, all the owners had complied with the superintendent's request. 4

During the months from June until October 1936, a total of 42 deeds and abstracts of title were received by the Secretary of the Interior.


They were then referred to the Solicitor's Office for examination. However, due to the unusually large number of abstracts received by the Solicitor's Office at this time, consideration of the Vicksburg papers was deferred for an extended length of time.\footnote{Ltr., Oscar L. Chapman, Assist. Secy. of the Interior, to Katzenmeyer, Jan. 12, 1937, N. P. S.} The final acquisition and sale of the land was not completed until the close of 1939. The various parcels of land comprised a total area of 80 acres. Fifty-two buildings located on the property were disposed of to the highest bidders.\footnote{"Superintendent's Annual Report," F.Y. 1939, N. P. S.}
Earlier, in April of 1937, E. D. Kenna, Director of the Mississippi State Highway Department, had made a formal application for an easement over some portions of the Cemetery property to allow for realignment and repair of Highway 61. The proposed improvement of the road was to be financed by a grant from the Public Works Administration, with the remaining 55% of the funds coming from the state.

The new highway was to be constructed under the supervision of the State Highway Department and the U. S. Bureau of Public Roads, and to be maintained by the State Highway Department thereafter. At the time the application was submitted portions of the land needed for the desired easement were included among the properties being considered for the planned expansion of the Cemetery. A. E. Demaray of the Park Service remarked that "if and when title to the lands involved [is] vested in the United States this service will have no objection to issuing a permit to the state of Mississippi." Consequently, a revocable license was issued to the State Highway Department on February 24, 1939. The license stipulated the following: 1) that all work and maintenance was to be done with no expense to the United States; 2) that the removal

1. Ltr., E. D. Kenna, Director of Miss. State Highway Dept., to L. G. Heider, Park Supt., April 13, 1937, N. P. S.

and reconstruction of the Cemetery wall were to be executed by the State Highway Department; 3) that all trees were to be protected by placing rock fill around them; 4) that all roadway cut and fill slopes created by the relocation of the highway were to be sloped and sodded according to National Park Service specifications; and 5) that a gravel surfaced driveway was to be constructed from the relocated highway to the existing Cemetery arch.

During 1939, the work of reconstructing Highway 61 was pursued by the Mississippi State Highway Department, until December, when a contract was sublet to Baker Bros. Construction Company for the repairing of the road. In December of 1939, work was also begun on the reconstruction of the Cemetery wall but was discontinued shortly thereafter when it was found that the mortar did not set correctly. By February of 1941, the improvements to the highway itself had been completed, and work was started on the relocation of the driveway from the main entrance of the Cemetery. Work had also been resumed on the Cemetery wall by the C.C.C. enrollees who, by this time, had completely razed the old portions of the wall. The reconstruction of the wall was left partially incomplete when the last C. C. C. camp closed in March of 1942, because of the outbreak of World War II.


E. Movement of the Grant-Pemberton Monument, Rules Governing the Right to Interment in a National Cemetery, and the Reinterment of World War II Dead.

In August of 1940, the Grant-Pemberton Surrender Monument was finally moved back to the site of the historic interview which took place on July 3, 1863, after having stood on the Indian Mound in the National Cemetery since 1868.¹

During the month of June 1942, Superintendent John F. Steffy was transferred to Stones River National Cemetery and Randolph G. Anderson was transferred from Yorktown National Cemetery to replace him. Before departing, Superintendent Steffy remarked:

Among the plans for the future the one most pressing is that for the development of the new addition to the National Cemetery. The available burial space is rapidly becoming limited. The area for the new space exists. The need is to have these plans completed and approved so that development may proceed as soon as possible.²

Originally, the right to be buried in a National Cemetery had been exclusively granted to casualties and veterans of the Civil War. This policy was amended in 1873 to extend the right of interment to honorably discharged soldiers, sailors, and marines of the regular or volunteer forces and was amended again in 1897 to include honorably discharged nurses.³

Two further significant changes in the rules governing the right of interment in National Cemeteries were made in January of 1942. The old regulations stated that the wife of an officer might be interred prior to the death of her husband, whereas the wife of an enlisted man could be buried only after the death and interment of the veteran, except where the enlisted man had reached the age of 70. The new regulations stated that the wife of either an officer or an enlisted man could be buried prior to the death and interment of her husband, provided that assurance was given by the veteran that he would eventually be buried in the National Cemetery. In addition, the old regulations specified that the wife of an enlisted man had to be buried in the same grave with her husband, while the new regulations provided that the wife of an enlisted man could be buried in an adjacent grave reserved for that purpose. 4

Under the new regulations, the only allowable discrimination between the burial of officers and enlisted men was in National Cemeteries where separate sections existed for officers and enlisted men and in National Cemeteries where separate sections existed for Negroes and whites. 5

The new regulations, however, placed a heavy drain on the already rapidly diminishing burial sites available in the Cemetery. 6

4. Park Supt. McConaghie to the Director of N.P.S., Jan. 12, 1942, N.P.S.
5. Ltr., A. E. Demaray to McConaghie, Jan. 27, 1942, N.P.S.
By October of 1943, only 57 vacant grave sites remained; but Superintendent Anderson reported that, by moving several thousand old brickbats, additional burial space could be prepared along the west side of the Cemetery, within the wall.  

This area was subsequently opened and was still being used for burial purposes when Superintendent Anderson retired on March 24, 1947. No one was appointed to replace Anderson; and henceforth, supervision of the Cemetery became the added responsibility of the Superintendent of the Vicksburg National Military Park. At the time of Anderson's retirement, James R. McConaghie was the Superintendent of the Park.

During August of 1947, preliminary plans were formulated relative to the burial of returned World War II dead in the National Cemetery. As a part of these plans, two additional terraces were prepared along the wall on the west side of the Cemetery to take care of all bodies which might be shipped to the Cemetery from overseas. By September, arrangements had been made for a uniformed firing squad, a bugler, and a chaplain to be in attendance upon the occasion of the first interments. Further attention had been given to the preparation of the proposed

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burial terraces, and the local veterans' organizations had been contacted concerning the matter of providing personnel to aid in the execution of the first burial services. By the end of October, all of the details had been worked out and everything was ready for the first burials.11

On November 5, 1947, the first interments of World War II dead were made at the National Cemetery. The bodies of three deceased soldiers arrived on that day and were received at the train by a group consisting of city and county officials, a citizens' committee appointed by the mayor to represent all civic organizations, and officers of the various local veterans' organizations. During the procession from the funeral home to the Cemetery, all places of business in Vicksburg were closed in honor of the dead. At the Cemetery, a full military service was conducted by members of the Regular Army; and at the conclusion of the service, buglers stationed at high points in the downtown area played taps at the same time it was played in the Cemetery. This signaled the conclusion of formal recognition on the part of the community.12

F. Closing of the Cemetery

Even though the 80 acres of land acquired in 1939 lay readily available for a major expansion of the Cemetery, no attempt was made to extend the Cemetery beyond its original boundaries, not even to meet the increased demand for burial space arising after the World War II and the Korean Conflict. In 1957, a parcel of land within the bounds of the Vicksburg National Military Park was partially graded with a view to exchanging it for a portion of the unused Cemetery lands.\(^1\)

With the exception of this single event, nothing of significance occurred at the Cemetery after the interments of the World War II casualties until the closing of the Cemetery in May of 1961. By January of 1960, it was reported that only 100 unreserved and available grave sites remained within the Cemetery.\(^2\) As plans for the closing of the Cemetery were already being formulated in 1960, Superintendent Raymond Rundell, of the Vicksburg National Military Park, approached various citizens in the community to test their reactions to these plans. In a letter to the Regional Director, Region One, E. T. Scoyen, Associate Director of the National Park Service, stated, "The informal contacts you and Superintendent Rundell have made indicate that adverse reaction

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1. Conversation, Bearss with Meyers.

to the closing of the Cemetery should be minimal." 3 Protests from the local veterans' organizations could never have been allayed had they not been informed that the previous practice of segregating the burials of Negroes and whites could not continue if the Cemetery remained open.

In March of 1961, Jackson E. Price, Assistant Director of the National Park Service, advised the Chief of the Cemetery Branch, Office Of Support Services, that all unreserved grave space would be in use by May 1, 1961, and stated, "Therefore, we are designating that date for the closing of the cemetery for future burials except for outstanding grave site reservations." 5 In a press release in April, Superintendent Rundell remarked, "Although no additional burials may be made when available sites have been utilized, there still remain 169 outstanding grave site reservations." 6

The final closing of the Cemetery was the result of an administrative decision in the Park and was justified by the claim that any further

3. Ltr., E. T. Scoyen, Associate Director of N.P.S., to the Regional Director, Region One, Sept. 27, 1960.

4. Conversation, Bearss with Meyers.


burials would appreciably minimize the historical significance of the
Civil War interments. At the time the Cemetery was closed, the Civil
War interments totaled 17,077, of which 12,909 were unknown. An
addition 1,280 graves were occupied by soldiers who had participated
in the Indian and Spanish American Wars, World War I, II, and the
Korean Conflict.

It was stated by Rundell that "in accordance with the long standing
Service policy, those cemeteries under National Park Service supervision
discontinue burials when available sites are filled." However, the
application of policy seems to be somewhat arbitrary, as both the Custer
Battlefield National Cemetery and the Gettysburg National Cemetery will
be expanded to furnish additional burial space. Furthermore, as veterans
in Vicksburg slowly overcome their aversion to being buried next to a
Negro and become desirous of securing a burial site in the National
Cemetery, some questions undoubtedly are going to be raised concerning
80 acres of land which is lying dormant just south of the Vicksburg
National Cemetery.

7. Telephone conversation with Albert Banton, Supervisory Historian
at Vicksburg from Sept. 1958-Oct. 1965 and familiar with the development


9. Conversation, Bearss with Meyers.

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APPENDIX A

GENERAL ORDERS; QUARTERMASTER GENERAL'S OFFICE,
No. 14.
WASHINGTON, D. C., March 7, 1867.

The following act of Congress, approved February 22, 1867, entitled "An act to establish and to protect national cemeteries," is published for the information and guidance of the officers and agents of the Quartermaster's Department.

D. H. RUCKER,
Acting Quartermaster General,
Brevet Major General, U. S. A.

VIII. [Public—No. 37.]

AN ACT to establish and to protect national cemeteries.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in the arrangement of the national cemeteries established for the burial of deceased soldiers and sailors, the Secretary of War is hereby directed to have the same enclosed with a good and substantial stone or iron fence; and to cause each grave to be marked with a small headstone, or block, with the number of the grave inscribed thereon, corresponding with the number opposite to the name of the party, in a register of burials to be kept at each cemetery and at the Office of the Quartermaster General, which shall set forth the name, rank, company, regiment, and date of death of the officer or soldier; or if unknown, it shall be so recorded.

Sec. 2. And be it further enacted, That the Secretary of War is hereby directed to cause to be erected at the principal entrance of each of the national cemeteries aforesaid a suitable building to be occupied as a porter's lodge; and it shall be his duty to appoint a meritorious and trustworthy superintendent, who shall be selected from enlisted men of the army disabled in service, and who shall have the pay and allowances of an ordnance sergeant, to reside therein, for the purpose of guarding and protecting the cemetery and giving information to parties visiting the same. The Secretary of War shall detail some officer of the army, not under the rank of major, to visit annually all of said cemeteries, and to
inspect and report to him the condition of the same, and the amount of
money necessary to protect them, to sod the graves, gravel and grade the
walks and avenues, and to keep the grounds in complete order; and the
said Secretary shall transmit the said report to Congress at the commence­
ment of each session, together with an estimate of the appropriation
necessary for that purpose.

SEC. 3. And be it further enacted, That any person who shall willfully
destroy, mutilate, deface, injure, or remove any monument, gravestone,
or other structure, or shall willfully destroy, cut, break, injure, or remove
any tree, shrub, or plant within the limits of any of said national ceme­
teries, shall be deemed guilty of a misdemeanor, and upon conviction
thereof before any district or circuit court of the United States within
any State or district where any of said national cemeteries are situated,
shall be liable to a fine of not less than twenty-five nor more than one
hundred dollars, or to imprisonment of not less than fifteen nor more
than sixty days, according to the nature and aggravation of the offense.
And the superintendent in charge of any national cemetery is hereby
authorized to arrest forthwith any person engaged in committing any
misdemeanor herein prohibited, and to bring such person before any
United States commissioner or judge of any district or circuit court of
the United States, within any State or district where any of said ceme­
teries are situated, for the purpose of holding said person to answer for
said misdemeanor, and then and there shall make complaint in due form.

SEC. 4. And be it further enacted, That it shall be the duty of the
Secretary of War to purchase from the owner or owners thereof, at such
price as may be mutually agreed upon between the Secretary and such
owner or owners, such real estate as in his judgment is suitable and
necessary for the purpose of carrying into effect the provisions of this
act, and to obtain from said owner or owners title in fee simple for the
same. And in case the Secretary of War shall not be able to agree with
said owner or owners upon the price to be paid for any real estate needed
for the purpose of this act, or to obtain from said owner or owners title
in fee simple for the same, the Secretary of War is hereby authorized to
enter upon and appropriate any real estate which, in his judgment, is
suitable and necessary for the purposes of this act.

SEC. 5. And be it further enacted, That the Secretary of War, or the
owner or owners of any real estate thus entered upon and appropriated,
are hereby authorized to make application for an appraisement of said
real estate thus entered upon and appropriated to any district or circuit
court within any State or district where such real estate is situated; and
any of said courts is hereby authorized and required, upon such applica­
tion, and in such mode and under such rules and regulations as it may
adopt, to make a just and equitable appraisement of the cash value of
the several interests of each and every owner of the real estate and
improvements thereon entered upon and appropriated for the purposes
of this act, and in accordance with its provisions.

SEC. 6. And be it further enacted, That the Secretary of War is hereby
authorized and required to pay to the several owner or owners,
respectively, the appraised value, or in case said owner or owners
refuse or neglect for thirty days after the appraisement of the cash value
of the said real estate or improvements by any of said courts to demand
the same from the Secretary of War, upon depositing the said appraised
value in the said court, making such appraisement to the credit of said
owner or owners, respectively, to be vested in the United States, and its
jurisdiction over said real estate shall be exclusive and the same as its
jurisdiction over real estate purchased, ceded, or appropriated for the
purposes of navy yards, forts, and arsenals. And the Secretary of War
is hereby authorized and required to pay to the several owner or owners,
respectively, the appraised value of the several pieces or parcels of real
estate, as specified in the appraisement of any of said courts, or to pay
into any of said courts by deposit, as hereinbefore provided, the said
appraised value; and the sum necessary for such purpose may be taken
from any moneys appropriated for the purposes of this act.

SEC. 7. And be it further enacted, That the sum of seven hundred and
fifty thousand dollars is hereby appropriated to carry out the purposes of
this act out of any moneys in the treasury not otherwise appropriated.

Approved, February 22, 1867.
Names of places from which remains have been removed and number from each place.

<table>
<thead>
<tr>
<th>Place</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Baker's, Warren Co., Miss.</td>
<td>20</td>
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<tr>
<td>2. Baldwin's Ferry, Warren Co., Miss.</td>
<td>1</td>
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<tr>
<td>3. Ballard's, Madison Parish, La.</td>
<td>127</td>
</tr>
<tr>
<td>4. Bayou Vidal, &quot; &quot;</td>
<td>1</td>
</tr>
<tr>
<td>5. Bigg's &quot; &quot;</td>
<td>15</td>
</tr>
<tr>
<td>6. Blake's, near Vicksburg, Warren Co., Miss.</td>
<td>18</td>
</tr>
<tr>
<td>7. Bolton, Hinds Co., Miss.</td>
<td>6</td>
</tr>
<tr>
<td>8. Bolton &amp; Raymond, Hinds Co., Miss.</td>
<td>33</td>
</tr>
<tr>
<td>9. Bonney's Place, Madison Parish, La.</td>
<td>29</td>
</tr>
<tr>
<td>10. Brookhaven, Miss.</td>
<td>1</td>
</tr>
<tr>
<td>11. Brownsville</td>
<td>3</td>
</tr>
<tr>
<td>12. Brown's Place</td>
<td>8</td>
</tr>
<tr>
<td>14. Brushy Bayou, Madison Parish, La.</td>
<td>1</td>
</tr>
<tr>
<td>15. Butler's Woods, Miss.</td>
<td>1</td>
</tr>
<tr>
<td>16. Cameron's Miss.</td>
<td>4</td>
</tr>
<tr>
<td>17. Carolina Ldg., Miss.</td>
<td>1</td>
</tr>
<tr>
<td>18. Carroll Co., Miss.</td>
<td>16</td>
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<tr>
<td>19. Carroll Parish, La.</td>
<td>178</td>
</tr>
<tr>
<td>20. Champion Hill, Hinds Co., Miss.</td>
<td>196</td>
</tr>
<tr>
<td>22. Chico Co., Ark.</td>
<td>23</td>
</tr>
<tr>
<td>23. Claiborne Co., Miss.</td>
<td>206</td>
</tr>
<tr>
<td>24. Clarke's Graveyard, Miss.</td>
<td>1</td>
</tr>
<tr>
<td>25. Clinton, Hinds Co., Miss.</td>
<td>13</td>
</tr>
<tr>
<td>26. Cook's Dr. Warren Co., Miss.</td>
<td>49</td>
</tr>
<tr>
<td>27. Columbia, Ark.</td>
<td>7</td>
</tr>
<tr>
<td>28. Cole's House, Miss.</td>
<td>5</td>
</tr>
<tr>
<td>29. Davis Bend, Miss.</td>
<td>18</td>
</tr>
<tr>
<td>30. DeSoto Ldg., Madison Parish, La.</td>
<td>58</td>
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<tr>
<td>31. Decosan's Place, La.</td>
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</tr>
<tr>
<td>32. Donner's &quot; &quot;</td>
<td>22</td>
</tr>
<tr>
<td>33. Duckport, Madison Parish, La.</td>
<td>14</td>
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<tr>
<td>34. Duncan's &quot; &quot;</td>
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<tr>
<td>35. Eagle Lake, Miss.</td>
<td>4</td>
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<tr>
<td>36. Flowers, Miss.</td>
<td>7</td>
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<tr>
<td>37. Fort Arkansas Post,</td>
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<tr>
<td>38. Fox, Widow,</td>
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<tr>
<td>39. Goodrich, Carroll Parish, La.</td>
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<tr>
<td>40. Grand Gulf, Miss.</td>
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<tr>
<td>41. Graveyard Hill, 10 miles east of Vicksburg, Miss.</td>
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<tr>
<td>42. Graveyard Hill, 10 &quot; north of &quot;</td>
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<tr>
<td>43. Grenada, Miss.</td>
<td>5</td>
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<tr>
<td>44. Groves, Madison Parish, La.</td>
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Total: 2078
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<th>No.</th>
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<th>Number of Remains</th>
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<tr>
<td>45</td>
<td>Hall's Widow, Hinds Co., Miss.</td>
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<td>46</td>
<td>Hannah and Ballard's (between)</td>
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<tr>
<td>47</td>
<td>Harper's, Hinds Co., Miss.</td>
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<tr>
<td>48</td>
<td>Haynes Bluff, Warren Co., Miss.</td>
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<td>49</td>
<td>Hebron's, Warren Co., Miss.</td>
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</tr>
<tr>
<td>50</td>
<td>Hinds County, Miss.</td>
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<tr>
<td>51</td>
<td>Illawara Ldg., La.</td>
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<tr>
<td>52</td>
<td>Island 63, Ark.</td>
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<tr>
<td>53</td>
<td>Island 82, Miss.</td>
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<tr>
<td>54</td>
<td>Jackson and Vicinity, Miss.</td>
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<tr>
<td>55</td>
<td>In with the number of remains removed from Jackson, Miss., were 38 of U. S. regulars, mostly the 16th Infantry. Removed March 9th, 1901.</td>
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<tr>
<td>56</td>
<td>James Place, Madison Parish, La.</td>
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<tr>
<td>57</td>
<td>Knight's and Casey's, Miss.</td>
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<tr>
<td>58</td>
<td>Lafayette Parish, La.</td>
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<tr>
<td>59</td>
<td>Lake Providence, La.</td>
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<tr>
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<td>Lake Providence &amp; Milliken's Bend, La.</td>
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<tr>
<td>61</td>
<td>Levee, 9 miles north of DeSoto, Madison Parish, La.</td>
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<tr>
<td>62</td>
<td>Madison Parish, La.</td>
<td>1903</td>
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<td>66</td>
<td>Marshall's, Hinds Co., Miss.</td>
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<td>67</td>
<td>Matthews &amp; Champion's, Hinds Co., Miss.</td>
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<td>McElroy's, Madison Parish, La.</td>
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<td>Meridian, Miss.</td>
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<td>Messenger's, Mississippi, Miss.</td>
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<td>Napoleon, Ark.</td>
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<td>National Cemetery, Vicksburg, Miss.</td>
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<td>79</td>
<td>Nesbitt Co., Vicinity of Philadelphia, Miss.</td>
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<td>Octibbena Co., Miss.</td>
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<td>83</td>
<td>Omega, Madison Parish, La.</td>
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| Total |                        | 4810              |

-203-
<table>
<thead>
<tr>
<th>No.</th>
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<tr>
<td>84</td>
<td>Parker's, La.</td>
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<td>85</td>
<td>Pass Christian, Miss.</td>
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<td>86</td>
<td>Philippine Islands, Manilla, U. S.</td>
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<td>87</td>
<td>Pittman's, Miss.</td>
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<td>88</td>
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<td>Frontiss, Miss.</td>
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<td>90</td>
<td>Raymond &amp; Raymond Battle Ground, Hinds Co., Miss.</td>
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<td>Rocky Springs, Claiborne Co., Miss.</td>
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<td>Roundaway Bayou, Madison Parish, La.</td>
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<td>Skipwith's, La.</td>
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<td>Stewart's, Madison Parish, La.</td>
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<td>96</td>
<td>Snyder's Bluff, Warren Co., Miss.</td>
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<td>97</td>
<td>Spar's, Big Black, &quot; &quot; &quot;</td>
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<td>98</td>
<td>Stones' Hagaman Bayou, Carroll Parish, La.</td>
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<td>Sunflower Co., Miss.</td>
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<td>100</td>
<td>Sunny Side, Ark.</td>
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<td>101</td>
<td>Suzett's, La.</td>
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<td>102</td>
<td>Taper's Woods, Miss.</td>
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<td>103</td>
<td>Templeton, Warren Co., Miss.</td>
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<td>Tensas Parish, La.</td>
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<td>105</td>
<td>Transylvania, La.</td>
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<td>106</td>
<td>Tribles, Miss.</td>
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<td>107</td>
<td>Townsends' Warren Co., Miss.</td>
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<td>Wair's Woods, Miss.</td>
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</tr>
<tr>
<td>114</td>
<td>Warrenton, Miss.</td>
<td>20</td>
</tr>
<tr>
<td>115</td>
<td>Warraw Ldg., Ark.</td>
<td>3</td>
</tr>
<tr>
<td>116</td>
<td>Wayno Co., Miss.</td>
<td>8</td>
</tr>
<tr>
<td>117</td>
<td>Whitley's, Warren Co., Miss.</td>
<td>16</td>
</tr>
<tr>
<td>118</td>
<td>Willow Bayou, Madison Parish, La.</td>
<td>12</td>
</tr>
<tr>
<td>119</td>
<td>Winchester, Miss.</td>
<td>3</td>
</tr>
<tr>
<td>120</td>
<td>Worthington, Miss.</td>
<td>2</td>
</tr>
<tr>
<td>121</td>
<td>Yazoo City, Miss. and vicinity</td>
<td>26</td>
</tr>
<tr>
<td>122</td>
<td>Young's Point, Madison Parish, La.</td>
<td>110</td>
</tr>
</tbody>
</table>

Total: 16,902
APPENDIX C

ORDERS OF CAPT. J. W. SCULLY TO CEMETERY LABORERS
(November 24, 1866)

"The following rules are to be strictly observed by employees whilst performing the work of reinterment, and while on the ground devoted to that purpose."

1. Employees are required to avoid all quarrels and angry disputes.

2. Employees are required to abstain from all swearing and obscene or indecent language.

3. Employees are required to abstain from all card-playing and gambling.

4. Every employee is required to perform rapidly and without murmuring any work directed by the person under whose charge he is placed.

5. Every agent of any kind entrusted with any of the management or execution of the work is ordered, as a part of his duty, to secure the faithful observance of the above rules; and to take notice of and report to the Quartermaster, through the clerk at the Cemetery, every instance of violation of any of them.
APPENDIX D

REPORT OF 2nd LT. ISAAC O. SHELBY, JULY 13, 1871,
FOR THE FISCAL YEAR
COMMENCING JULY 1, 1870, AND ENDING JUNE 30, 1871.

Extract of report of work completed during the fiscal year:
1. 848 lineal feet of stone retaining wall constructed
2. 2 stone headings built to the main sewer
3. 220 lineal feet of brick gutter repaired
4. 3,975 lineal feet of brick gutter built
5. 1,600 lineal feet of brick gutter painted
6. 52 silt basins constructed
7. 11,125 lineal feet of tile pipe laid at an average depth of four feet
8. 250 lineal feet of sod gutter laid
9. 20 terraces drained, graded, manured
10. 900 cubic yards of embankment filled in
11. 3,500 cubic yards of earth excavated, hauled, and filled along main road embankment
12. 1,000 cubic yards of earth filled on Center road
13. 7,130 lineal feet of terrace embankment rebuilt
14. 1,650 lineal feet of road graded, graveled, and rolled
15. 1,900 sunken graven filled
16. 750 square feet of terrace embankment sodded
17. 400 cubic yards of gravel hauled to and distributed over Cemetery roads
18. 3,600 trees planted
APPENDIX E

"CLASSIFIED STATEMENT OF INTERMENTS"
JOHN TRINDLE
JUNE 30, 1875

<table>
<thead>
<tr>
<th>No.</th>
<th>KNOWN</th>
<th>UNKNOWN</th>
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</thead>
<tbody>
<tr>
<td>&quot; of Commissioned Officers</td>
<td>89</td>
<td>45</td>
</tr>
<tr>
<td>&quot; of Union Soldiers, Sailors, (white)</td>
<td>3,607</td>
<td>6,630</td>
</tr>
<tr>
<td>&quot; of Union Soldiers, Sailors, (colored)</td>
<td>124</td>
<td>6,028</td>
</tr>
<tr>
<td>&quot; of Civilians, employees, women, children, refugees</td>
<td>64</td>
<td>1</td>
</tr>
</tbody>
</table>
"To the Hon. Secretary of War of the United States:"

"The Government of the United States has established, at great cost, a National Cemetery adjacent to this city. Access to this Cemetery is at all times difficult, and in wet weather absolutely impossible, the road running through long narrow defiles perilous to those who visit the sacred spot where rest the remains of those who gave their lives for the preservation of the Union.

"We, the undersigned, your humble petitioners, beg assistance from the Government to aid us in constructing a good road from this city to the Cemetery along the river bank, a distance of two miles, over a firm rock foundation, to the cemeterial abode of the true and the brave. Vicksburg will give the lumber, brick, and other materials, and your petitioners ask only from the Government the diversion of some labor from the work now being done at the Cemetery to the accomplishment of a desire felt by all to render easy of access this beautiful and hallowed spot; and your petitioners will ever pray...."
IN THE HOUSE OF REPRESENTATIVES.

FEBRUARY 25, 1878.

Read twice, referred to the Committee on Military Affairs, and ordered to be printed.

Mr. Chalmers, on leave, introduced the following bill:

A BILL

To construct a road to the national cemetery at Vicksburg, Mississippi.

1 Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,
2 That the sum of thirteen thousand dollars be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the purpose of constructing a macadamized road from the city of Vicksburg, Mississippi, to the national cemetery near that city.
IN THE SENATE OF THE UNITED STATES.

JUNE 18, 1878.—Ordered to be printed.

Mr. SPENCER, from the Committee on Military Affairs, submitted the following REPORT:

[To accompany bill H. R. 3435.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 3435) to construct a road to the national cemetery at Vicksburg, Miss., having had the same under consideration, report the same back as amended, and recommend the passage of the bill as amended, so as to appropriate the sum of $7,000, to be expended under the direction of the Secretary of War.

The national cemetery at Vicksburg, Miss., as reported by James Gall, jr., civil engineer, is 7,200 feet from the limits of the city, with a road almost impassable for vehicles of any kind, and really dangerous for vehicles containing ladies. The cemetery is in one of the most beautiful and commanding positions around the city of Vicksburg. Hundreds and thousands of citizens of the United States, in passing Vicksburg, stop and desire to visit this beautiful spot, but are many times deprived from doing so because of the dangerous condition of the road to the cemetery.

The Secretary of War says his department can expend no money to build a road to the cemetery.

Your committee think large sums of money expended in beautifying a national cemetery, that cannot be reached in safety by visitors, is economy in the wrong direction. They therefore recommend the passage of the bill.
a. Deed from Warren County, August 10, 1880, confers right of way from the city of Vicksburg to the National Cemetery. (Recorded in Deed Records of Warren County, Book YY, page 433)

b. Deed from Mary A. Wyman, Sept. 1, 1887, confers right of way for $1.00 (Recorded, Book 64, page 393)

c. Deed from William M. Vogelson, Sept. 7, 1887, confers right of way for $1.00 (Recorded, Book 64, page 392)

d. Deed from John B. Mattingly, Sept. 7, 1887, confers right of way for $1.00 (Recorded, Book 65, page 140)

e. Deed from George M. Linn, Sept 26, 1887, confers right of way for $1.00 (Recorded, Book 65, page 140)

f. Deed from heirs of A. H. Arthur, Jan. 10, 1888, confers right of way for $1.00 (Recorded, Book 65, page 141)

g. Deed from Thomas Rigeley, May 4, 1888, confers right of way for $1.00 (Recorded, Book 65, page 143)

h. Condemnation of property for right of way by Board of Supervisors of Warren County vs. J. O. Linn (Recorded, Book 54, page 140)
H. R. 103.

The House of Representatives.
December 4, 1873.

'Read twice, referred to the Committee on Military Affairs, and ordered to be printed.

Mr. McKee, on leave, introduced the following bill:

A BILL

Granting the Memphis and Vicksburgh Railroad Company the right of way along the river-bank at the national cemetery at Vicksburgh, Mississippi.

1. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

2. That the Memphis and Vicksburgh Railroad Company, a corporation organized under an act of the legislature of the State of Mississippi, is hereby granted the right to construct their
line of railroad through the grounds of the national cemetery at Vicksburgh; said line to run within two hundred feet of the bank of the Mississippi River, and shall not interfere with the improved grounds of said cemetery, except at a point below the terraces where there is a plat wherein a few regular soldiers are buried, and said point shall be spanned by an iron bridge of handsome style; the whole of said line through the cemetery to be constructed under the supervision of the United States officer in charge of said cemetery.
IN THE SENATE OF THE UNITED STATES.

FEBRUARY 17, 1879.

Read twice and referred to the Committee on Military Affairs.

AN ACT

Granting the right of way to the county of Warren in the State of Mississippi, and to the Memphis and Vicksburg Railroad Company, through the United States Cemetery tract of land near Vicksburg, Mississippi.

1 Be it enacted by the Senate and House of Representa-
2 tives of the United States of America in Congress assembled,
3 That the right of way is hereby granted to the county of
4 Warren in the State of Mississippi, and to the Memphis and
5 Vicksburg Railroad Company, chartered by the State of
6 Mississippi, for a public wagon-road and a railroad through
7 the United States Cemetery tract of land near Vicksburg
8 Mississippi, from the south line to the north line of said tract,
9 around and outside of the wall of the cemetery grounds, and
10 on the western boundary of said tract of land; and that this
11 act take effect and be in force from and after its passage.

Passed the House of Representatives February 14, 1879.

Attest: GEO. M. ADAMS, Clerk.
IN THE HOUSE OF REPRESENTATIVES.

MAY 5, 1886.

Read twice, committed to the Committee of the Whole House on the state of the Union, and ordered to be printed.

Mr. DARGAN, from the Committee on Military Affairs, reported the following bill as a substitute for H. R. 6110:

A BILL

For the repair and preservation of the road, heretofore constructed by the Government, leading from Vicksburg to the national cemetery adjacent thereto.

1 Be it enacted by the Senate and House of Representa-
2 tives of the United States of America in Congress assembled,
3 That the sum of ten thousand dollars, or so much thereof as
4 may be necessary, is hereby appropriated, to be used in the
5 repair and preservation of the road, heretofore constructed by
6 the United States, leading from the city of Vicksburg to the
7 national cemetery adjacent thereto, the same to be expended
8 by the keeper or person in charge of said cemetery, under
9 the direction of the Secretary of War.
ROAD FROM VICKSBURG TO NATIONAL CEMETERY.

May 5, 1886.—Committed to the Committee of the Whole House on the state of the Union and ordered to be printed.

Mr. DARGAN, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 6110.]

The Committee on Military Affairs, to whom was referred House bill 6110, beg leave to report as follows:

They find that the road leading to the National Cemetery from Vicksburg is sadly out of repair, and they are satisfied that the Government should place it in good condition, it being almost impossible to reach the cemetery by any other road.

They append hereto a report made by Captain Owen to the War Department, showing the necessity for the work and the amount required to do it.

ALEXANDRIA, LA., March 22, 1886.

Colonel: I have the honor to report as follows in relation to proposed repairs of the Vicksburg road.

This road connects the city of Vicksburg with the National Cemetery. It is on the bank of the Mississippi River at the foot of a high bluff. It is about one mile long and 60 feet wide, of which about 25 feet were graveled 18 inches deep in the center, 6 inches at sides. It has, practically, had no work done on it since its construction several years ago. Most of the inside ditch and the cross drains have been filled up, and the drains were never adequate to pass the water. Much material from the neighboring high and steep bluff has sloughed off and washed on to and across the road, covering the gravel and making the road in places, in wet weather, a quagmire, so as to be almost or quite impassable.

The slope below the road has been cut into by the Louisville, New Orleans and Texas Railroad, which is 10 or 15 feet below the carriage road, and has interfered somewhat with the drainage. The want of proper drainage, the proximity of a deep river which rises and falls 30 or 40 feet, the character of the underlying strata, and the pressure of the masses of earth that have fallen from the bluff, and have not been removed have caused the road, in places, to move bodily towards the river.

During the first two years after the road was built, and while the ditches and drains were in working order, the road was in excellent condition. The trouble has come since, and has been owing to the causes above mentioned.

I believe that with thorough drainage, and provision for a yearly expenditure to keep it and the surface of the road in good order, there would be no further trouble. This road is, at present, the only road to the cemetery, and is the only good route. Any other would lie upon the hills, with steep grades and costly drainage; and would be more expensive to keep in good condition; therefore it ought to be kept up. Many hundred strangers yearly visit the cemetery, besides thousands from the vicinity.

The approach to so beautiful and important a cemetery, which holds the remains of nearly 17,000 Union dead, should be by a good road, permanently kept so.

Members of the city council of Vicksburg whom I saw expressed the willingness of the city to keep the road in good repair hereafter if the appropriation now asked for, or an appropriation sufficient to put it thorough order, is made by Congress; and I suggest the introduction into the bill of a proviso that the appropriation is made
ROAD FROM VICKSBURG TO NATIONAL CEMETERY.

Upon the express condition that the city of Vicksburg binds itself to appropriate annually a certain sum to be expended in the repair of this road under the direction of the Secretary of War. I think the sum of $200 for the first year, $300 for the second, and $300 annually thereafter would be sufficient. A resolution of the council to that effect, made as a condition of the appropriation, would, I presume, bind them necessarily in office. If this should be done or Congress should appropriate a sum sufficient to keep the road in order, otherwise it will be our duty to rebuild it.

I estimate the cost of putting the road in thorough order as follows:

10,000 cubic yards of earthwork, at 20 cents $2,000
Loosening present road-bed 500
2,300 cubic yards gravel, in place, at $1 2,300
Drainage 4,775
Planting Bermunda grass on slopes 100
Planting 360 trees (2 rows), at 35 cents 123
Sandbags 202

Total $10,000

Very respectfully, your obedient servant,

W. H. OWEN,
C. E., Q. M. D.

Lieut. Col. R. N. Batchelder,
Deputy Quartermaster-General, U. S. A.

The committee report herewith a substitute for said bill, and recommend that it pass.
IN THE SENATE OF THE UNITED STATES.

JUNE 20, 1906.

Read twice and referred to the Committee on Military Affairs.

AN ACT

To authorize George T. Houston and Frank B. Houston to construct and operate an electric railway over the national cemetery road at Vicksburg, Mississippi.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

That permission is hereby given to George T. Houston and Frank B. Houston, their associates, successors, and assigns, to erect, construct, operate, and maintain an electric railway over and along the national cemetery road at Vicksburg, Mississippi, from said city of Vicksburg northward to the northern boundary of the Government right of way for said road:

Provided, That a minimum width of thirty feet of the roadway, over and above that used by the railway tracks, be left all along said road for a driveway, sidewalk, and gutters;

that the licensees, their associates, successors, and assigns, shall repair all damage done to the Government roadway by the
construction of their line of railway, and shall maintain their railway and said roadway within the tracks and for two feet on each side of the tracks in proper state of repair thereafter:

And provided further, That said electric railway shall be constructed, operated, and maintained according to plans and specifications to be submitted to and approved by the Secretary of War, and under such regulations as may be prescribed by him.

Passed the House of Representatives June 19, 1906.

Attest: A. McDOWELL,

Clerk.
H. R. 26685.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 7, 1911.

Read twice and referred to the Committee on Military Affairs.

AN ACT

To authorize E. J. Bomer and S. B. Wilson to construct and operate an electric railway over the National Cemetery road at Vicksburg, Mississippi.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

That permission is hereby given to E. J. Bomer and S. B. Wilson, their associates, successors, and assigns, to erect, construct, operate, and maintain an electric railway over and along the National Cemetery road, at Vicksburg, Mississippi, from said city of Vicksburg northward to the northern boundary of the government right of way for said road: Provided,

That a minimum width of thirty feet of roadway, over and above that used by the railway tracks, be left all along said road for a driveway, sidewalk, and gutters; that the licensees, their associates, successors, and assigns, shall repair all damage done to the government roadway by the construction of their line of railway, and shall maintain their railway and
satisfied roadway within the tracks and for two feet on each side of the tracks in proper state and repair thereafter: And provided further, That said electric railway shall be constructed, operated, and maintained according to plans and specifications to be submitted to and approved by the Secretary of War, and under such regulations as may be prescribed by him; and that chapter one hundred and fifty-two of the Act of the second session of the Fifty-ninth Congress, entitled "An Act to authorize George T. Houston and Frank B. Houston to construct and operate an electric railway over the National Cemetery road at Vicksburg, Mississippi;" approved January eighteenth, nineteen hundred and seven, be, and the same is hereby, repealed: Provided further, That it shall be in the power of the Secretary of War, at any time, to revoke the license granted in this Act.

Sec. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Passed the House of Representatives February 6, 1911.

Attest: A. McDowell,
Clerk.
IN THE HOUSE OF REPRESENTATIVES.
JANUARY 10, 1911.

Mr. HULL of Iowa introduced the following bill; which was referred to the Committee on Military Affairs and ordered to be printed.

A BILL
To repeal an Act entitled "An Act to authorize George T. Houston and Frank B. Houston to construct and operate an electric railway over the National Cemetery Road at Vicksburg, Mississippi."

1 Be it enacted by the Senate and House of Representa-
2 tives of the United States of America in Congress assembled,
3 That an Act approved January eighteenth, nineteen hundred
4 and seven, entitled "An Act to authorize George T. Houston
5 "and Frank B. Houston to construct and operate an electric
6 railway over the National Cemetery Road at Vicksburg, Mis-
7 sissippi," be, and the same is hereby, repealed.
In the Senate of the United States

April 21 (calendar day, April 22), 1924

Read twice and referred to the Committee on Military Affairs

June 3 (calendar day, June 4), 1924

Reported by Mr. Wadsworth, without amendment

AN ACT

Authorizing the Secretary of War to permit the city of Vicksburg, Mississippi, to construct and maintain water mains on and under the National Cemetery Road at Vicksburg, Mississippi.

1 Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

2 That the Secretary of War be, and he is hereby, authorized

3 and empowered, under such terms and conditions as are

4 deemed advisable by him, to permit the city of Vicksburg,

5 Mississippi, to construct, operate, and maintain water mains,

6 in connection with the waterworks of said city, on and under

7 the National Cemetery Road at Vicksburg, Mississippi.

Passed the House of Representatives April 21, 1924.

Attest: WM. TYLER PAGE.

Clerk.
BIBLIOGRAPHY

Record Group 92  Office of the Quartermaster General -- Letters Received National Archives.

Record Group 92  Office of the Quartermaster General, Cemeterial Files, National and Post Cemeteries, General Correspondence, Vicksburg National Archives.

Record Group 92  Office of the Quartermaster General, 1800-1914, Document File National Archives.

Record Group 79  Records of the National Park Service, Vicksburg National Cemetery National Archives.


Court Martial Proceedings and Related Materials of Capt. J. W. Scully, 002333 National Archives

Pension Files of Charlotte Trindle, widow of John Trindle, Certificate No. 778166 National Archives

Pension File of George A. Haverfield, Certificate No. 61587 National Archives

Pension File of Thomas Godman, Certificate No. 253234 National Archives

Superintendents of the Vicksburg National Cemetery -- Letters Sent Vicksburg, Mississippi.

Legislative Documents, Edmund B. Rogers, Vicksburg, Volumes 91-92 Department of the Interior Library.

ILLUSTRATIONS
PLATE I

Plan of the city of Vicksburg showing the placement of the National Cemetery, approximately one and one-half miles north of the city. N.A.
PLATE II

A sketch of lands taken for a National Cemetery at Vicksburg, Capt. C. W. Folsom, June 29, 1867. N.A.
PLATE III

Plan of the Superintendent's Lodge. N.A.
PLATE IV

View of the Grant-Pemberton Surrender Monument atop the Indian Mound. N.A.
Plate V

View of cave-ins along the main embankment in the Cemetery during the year 1867. The arbor atop the Indian Mound is visible in the background. N.A.
PLATE VI

View of the rostrum with the flagstaff visible in the background. N.A.
PLATE VII

View of the Cemetery Arch with the unfinished approach road in the foreground. N.A.
PLATE VIII

View of the front or west side of the old Superintendent's Lodge. N.A.
PLATE IX

View of the front or south side of the new Superintendent's Lodge, also showing the old kitchen, the old office, and the storehouses.
PLATE X

View of one of the two German Lindens in the Cemetery. N.A.
PLATE XI

View of an Oak in the Cemetery which had been attacked by mistletoe. N.A.