

"If at first you don't succeed..."
The Failed Vicksburg
Campaigns

Presentation Outline

- Setting the strategic scene
- Farragut's 1862 attempt and Williams' Canal
- Grant's Mississippi Central Railroad Campaign
- Chickasaw Bayou Campaign
- Lake Providence Canal
- Yazoo Pass Expedition
- Steele's Bayou Expedition



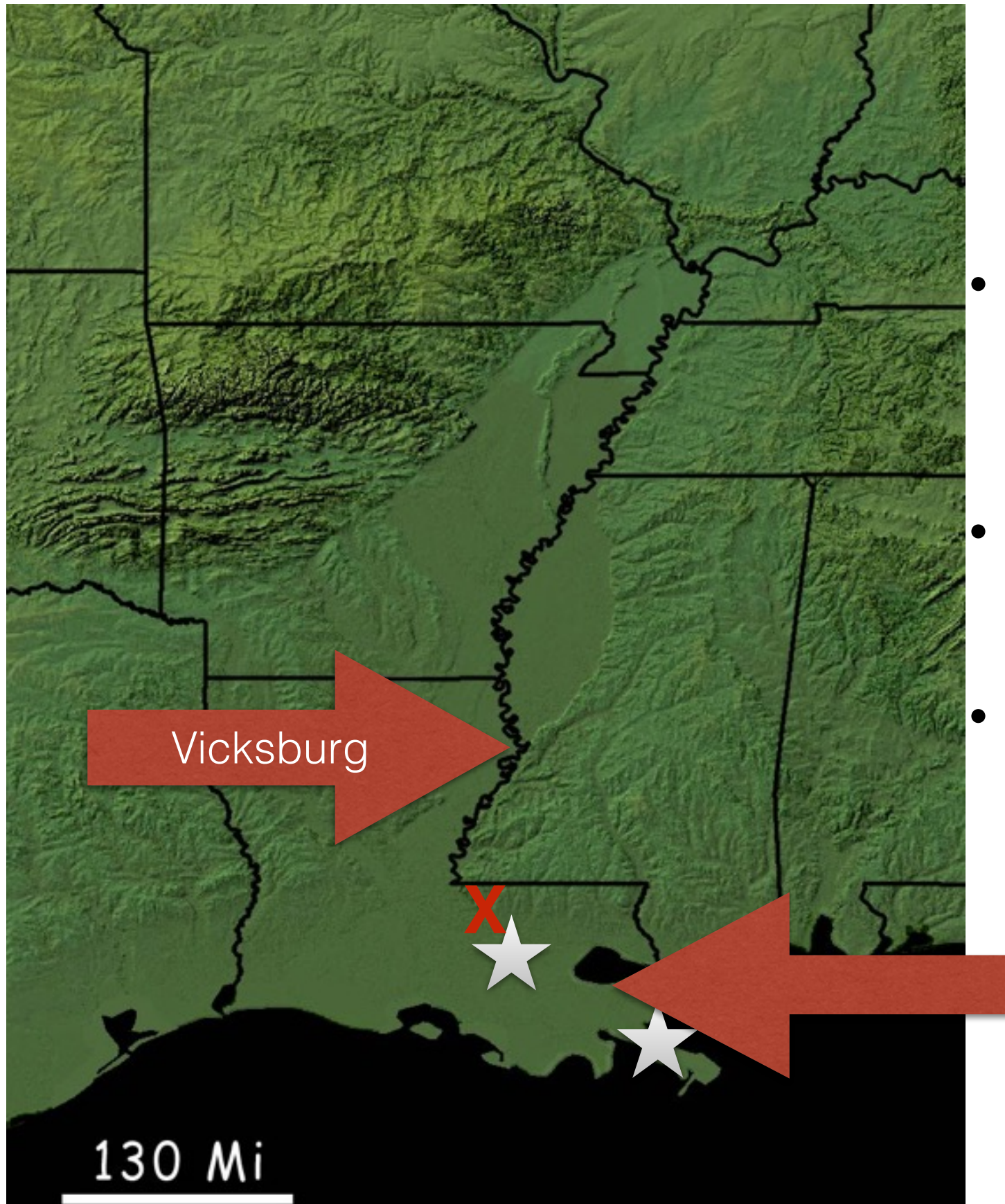
OH 320k; IL 250k; IN 210k; MO 110k; IA 76k; WI 91k,
plus KY, MN, and parts of PA and TN

Upstream

- Forts Henry and Donelson (February, 1862) fall and Union forces are not dislodged at Shiloh (April 6-7, 1862)
- Memphis is out-flanked and surrendered (June 6, 1862)
- Corinth victory (October 3-4, 1862) secured much of the previously vulnerable Union-held territory



Downstream

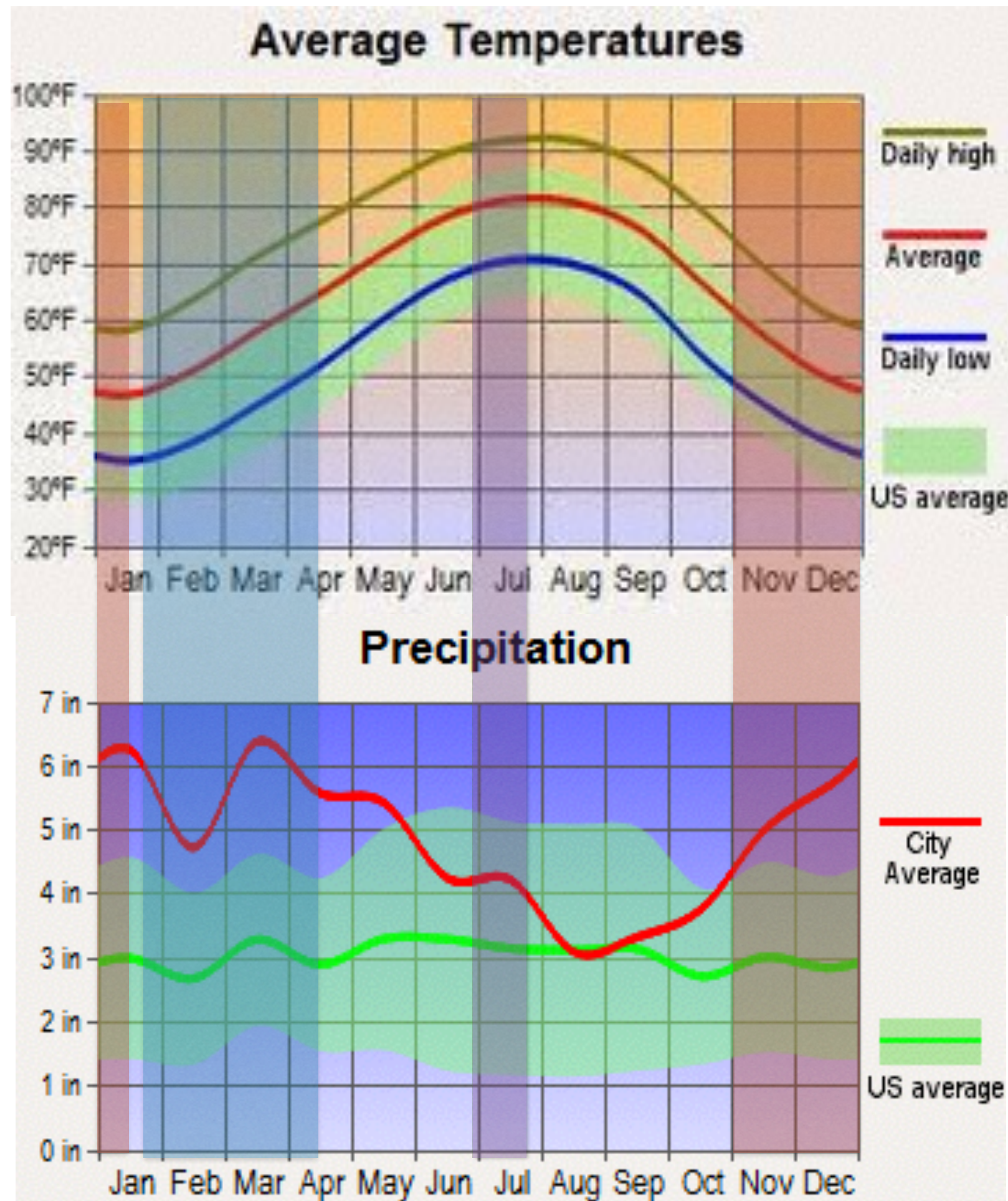


- Forts Jackson and St. Philip are bombarded April 18-24, 1862. By-passed by Farragut's Union fleet April 24 and abandoned by April 28.
- New Orleans surrendered April 25 after BG Mansfield Lovell evacuated it on 24th.
- Baton Rouge falls May 12, 1862
- Port Hudson still in Confederate hands



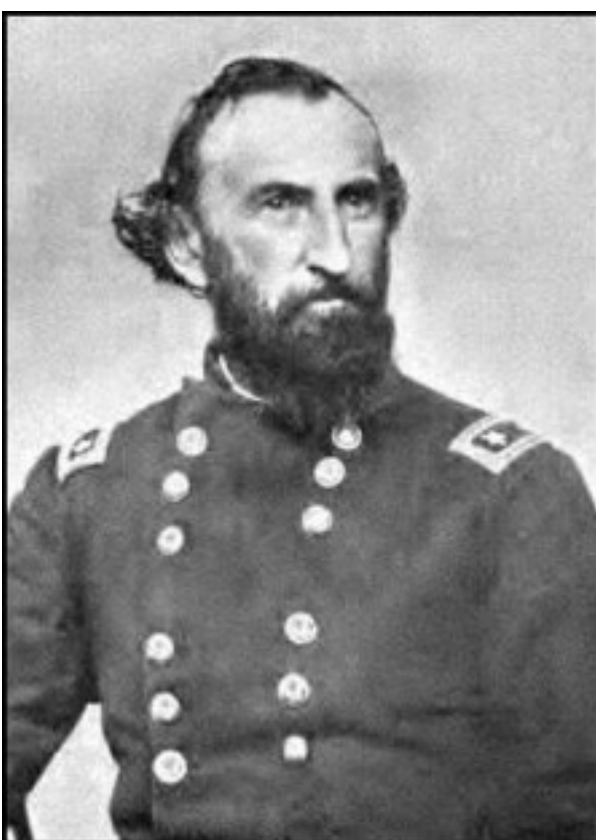
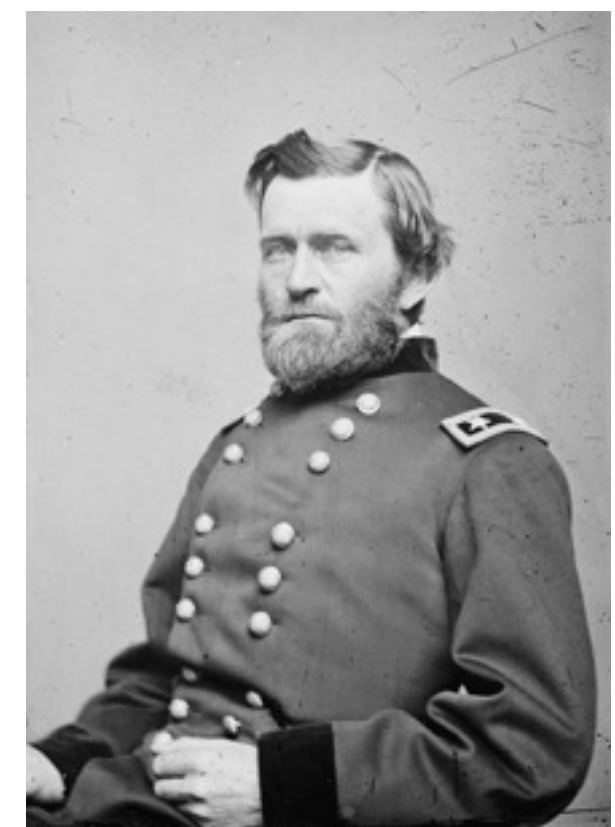
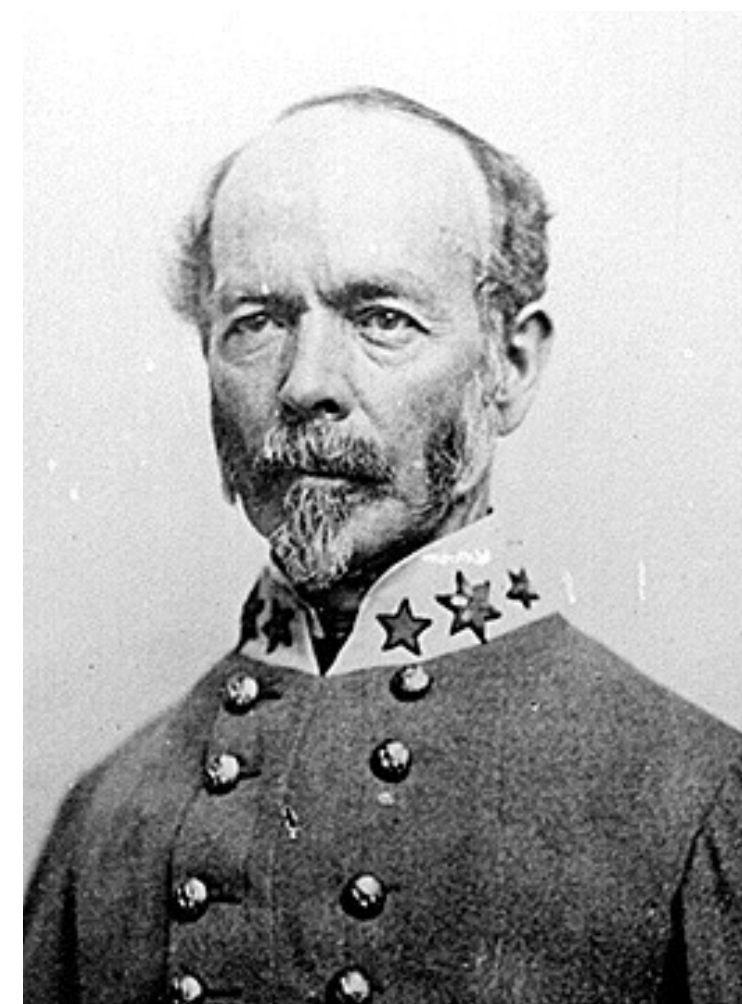
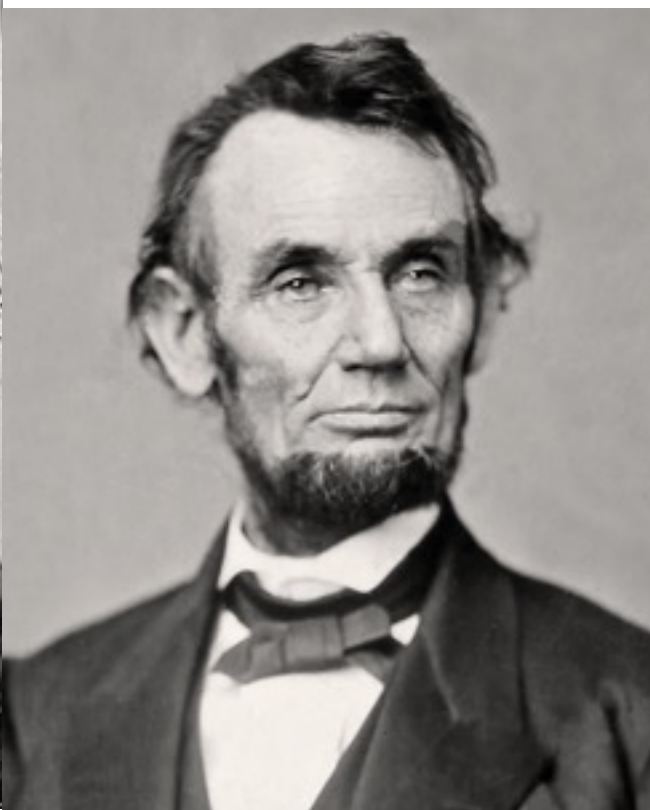
- 200+ foot bluffs on the eastern bank of the Mississippi
- Shallow lakes, meandering streams, dense swamps and sluggish rivers, covered with trees and brush, to the north. All prone to flooding by the River.
- South and west was "The Deep South"
- Northernmost trans-Mississippi railroad hub south of Memphis
- Sole trans-Mississippi link for supplies by rail once Memphis fell
- "Choke point" along the Mississippi River on shipment down to New Orleans, the Gulf of Mexico and on to Europe

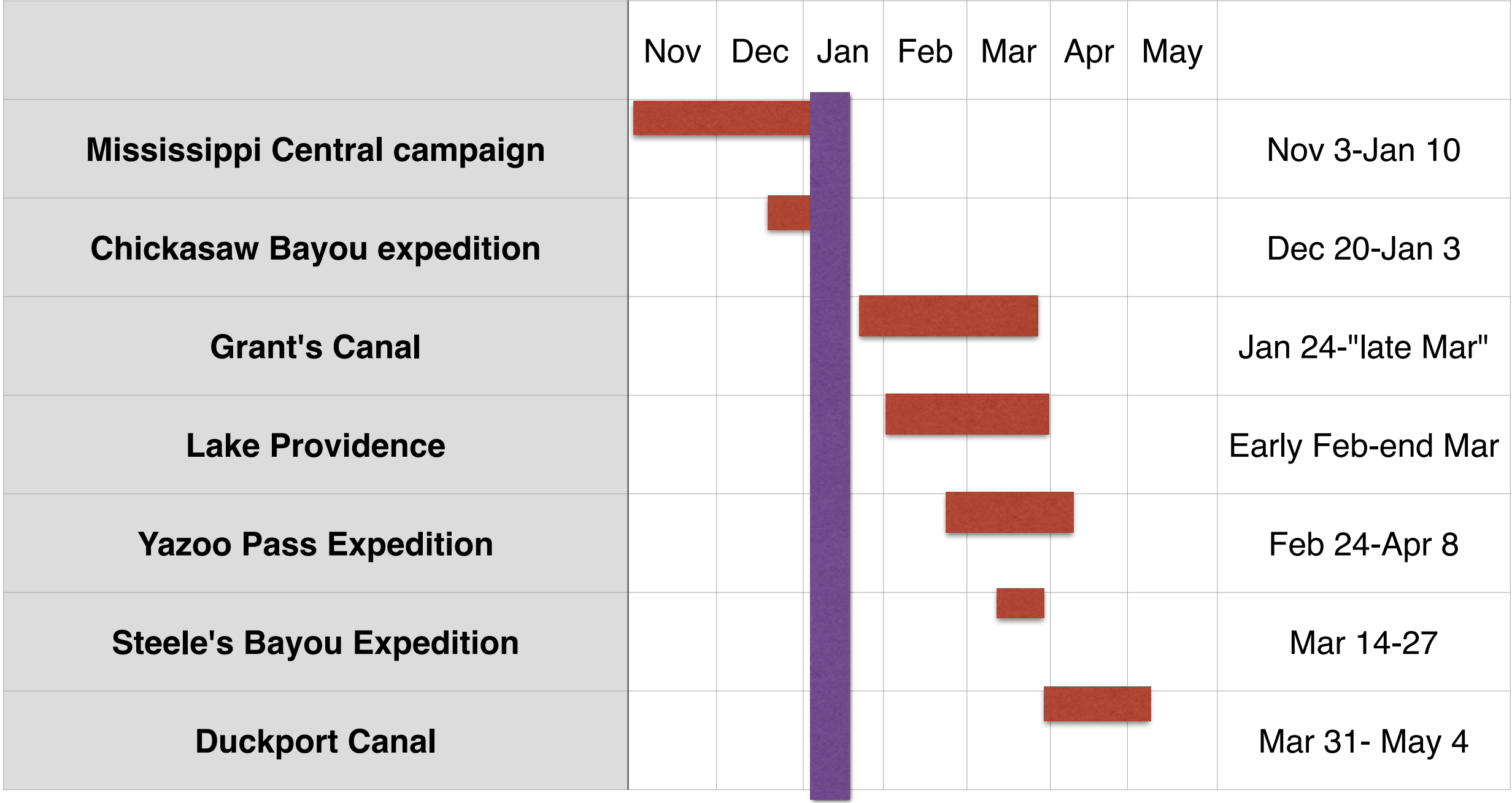
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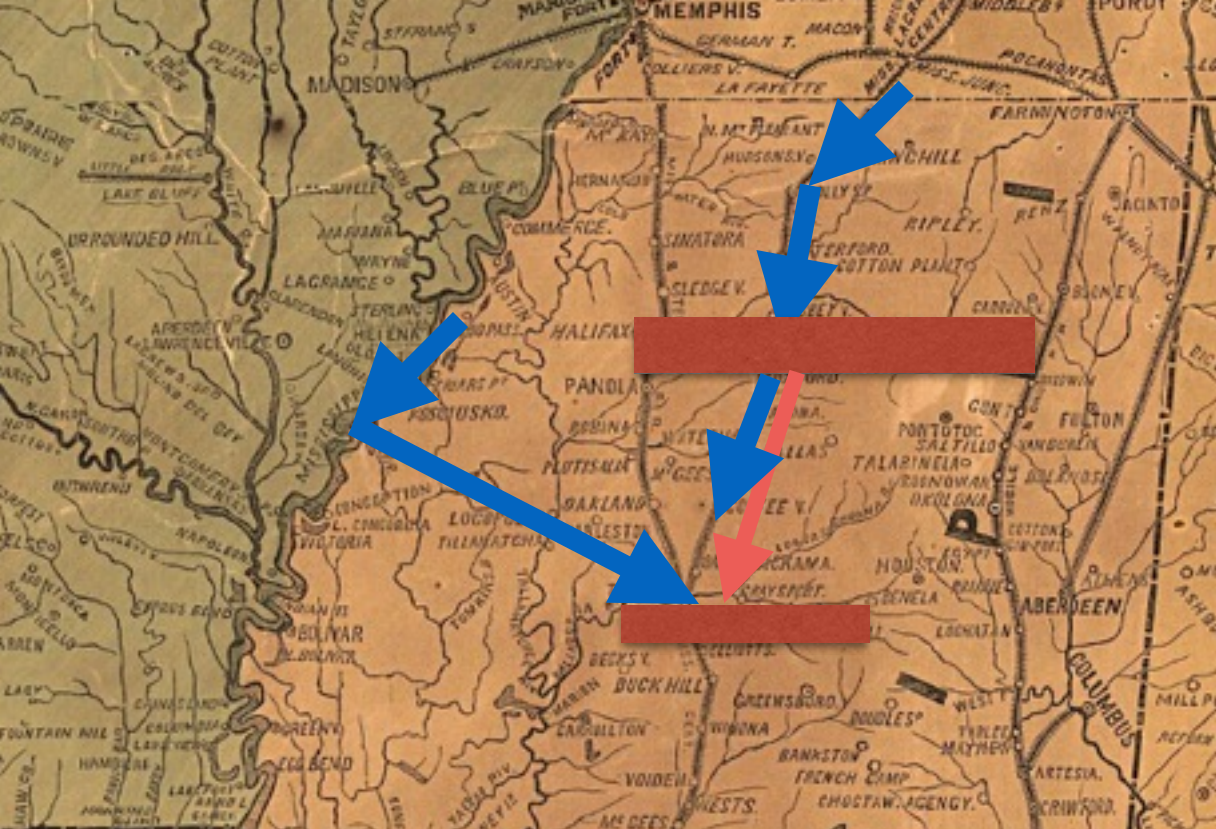


Dramatis personae





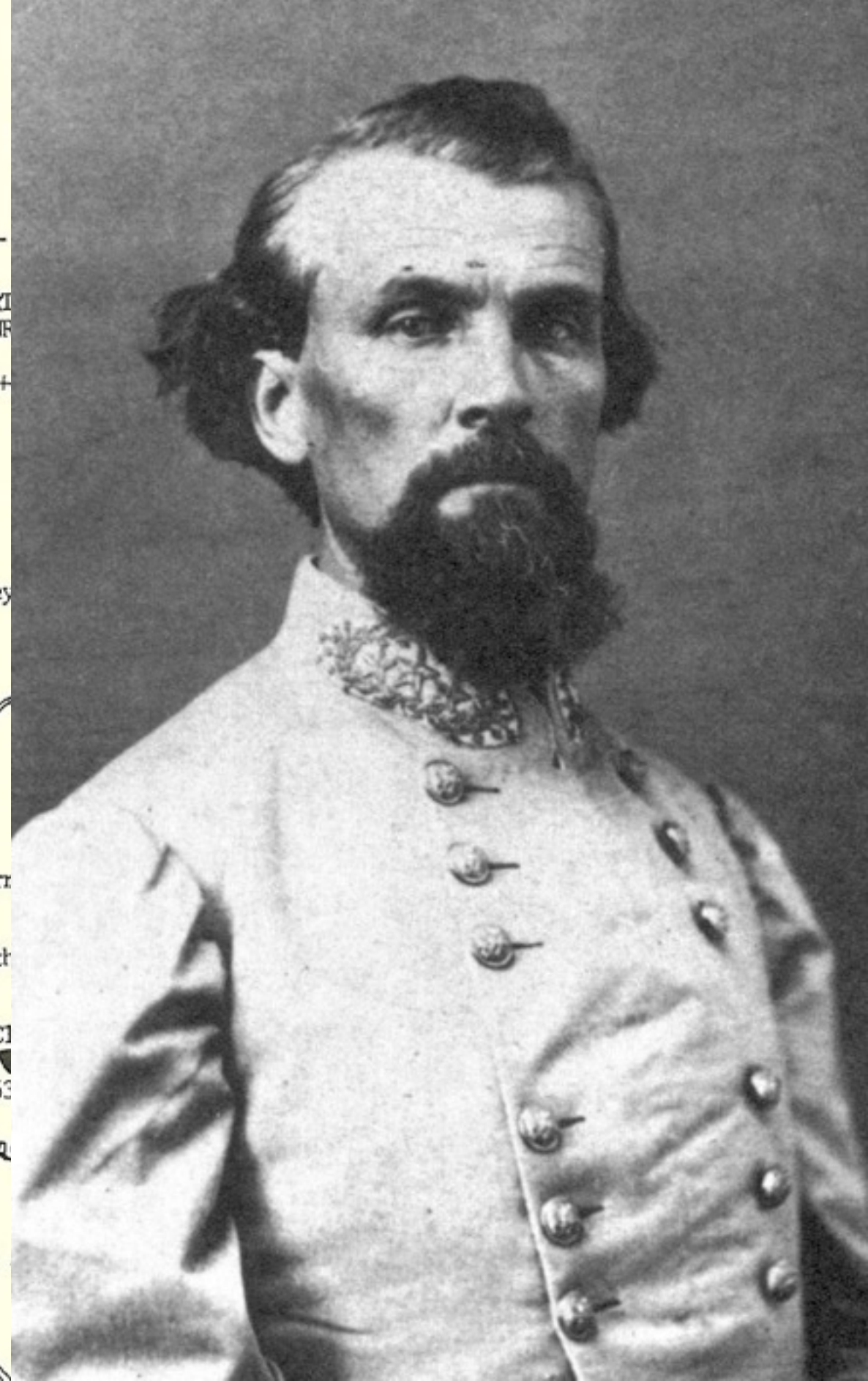
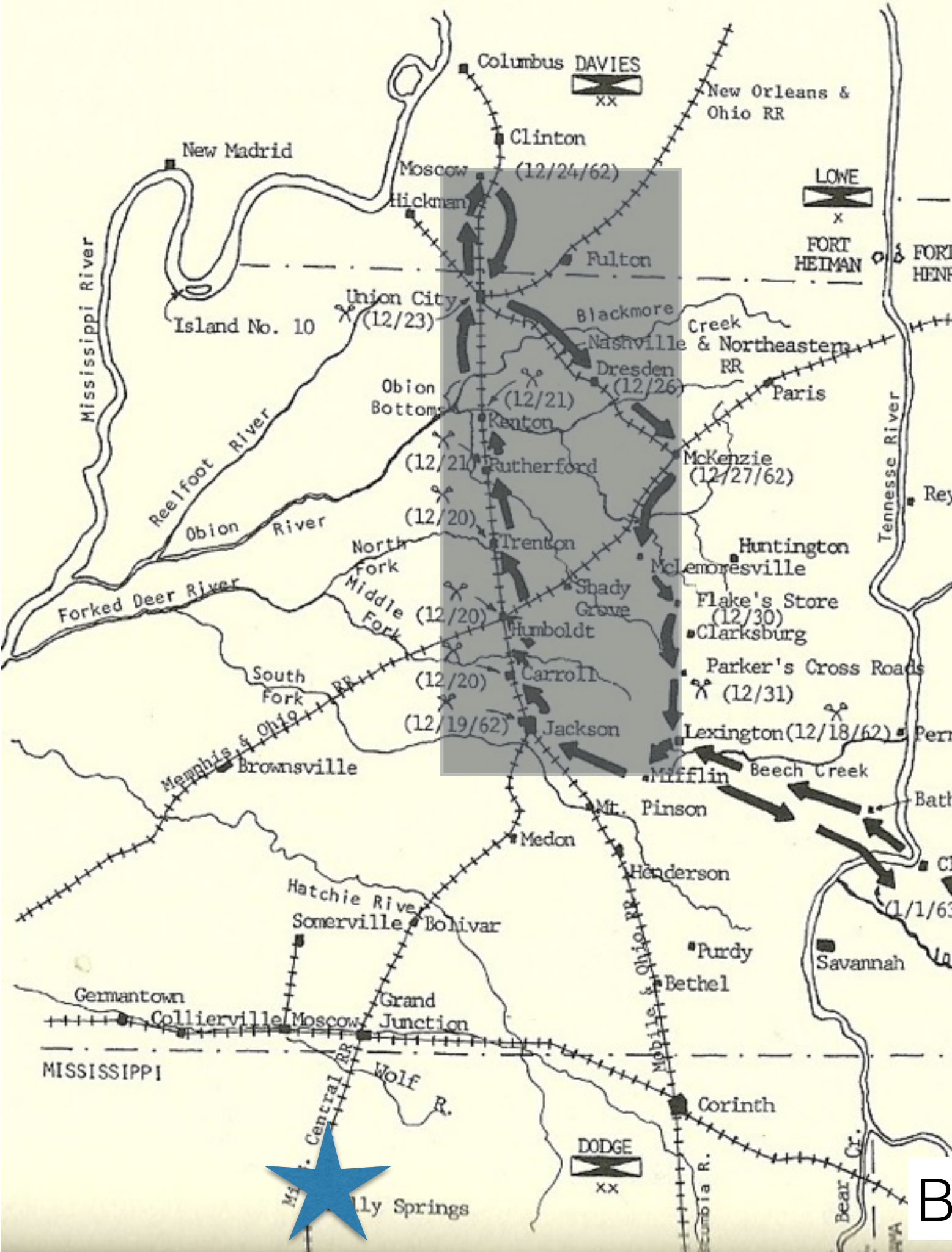
Arkansas Post



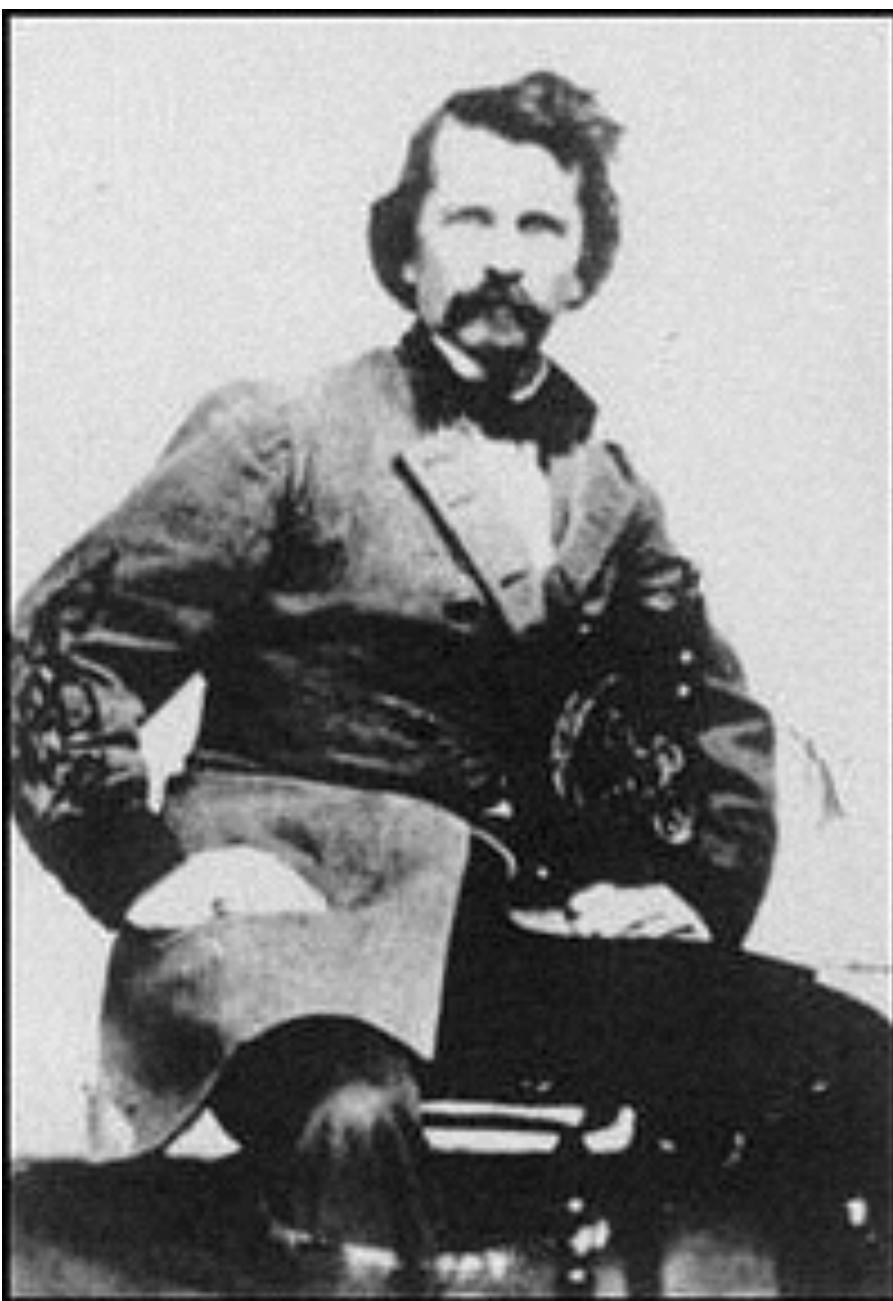
- Concentrating at LaGrange, TN, Grant advanced 40,000 down Mississippi Central RR to the Tallahatchie River
- Once secured, supply line was shortened by moving depot from LaGrange to Holly Springs, MS
- Tallahatchie line outflanked by move (under BG Alvin Hovey) from Helena, AR downriver and then inland
- Confederates 24,000 move to Yalobusha River
- Sherman's XV Corps ordered back to Memphis to fulfill Halleck's orders to move down Mississippi



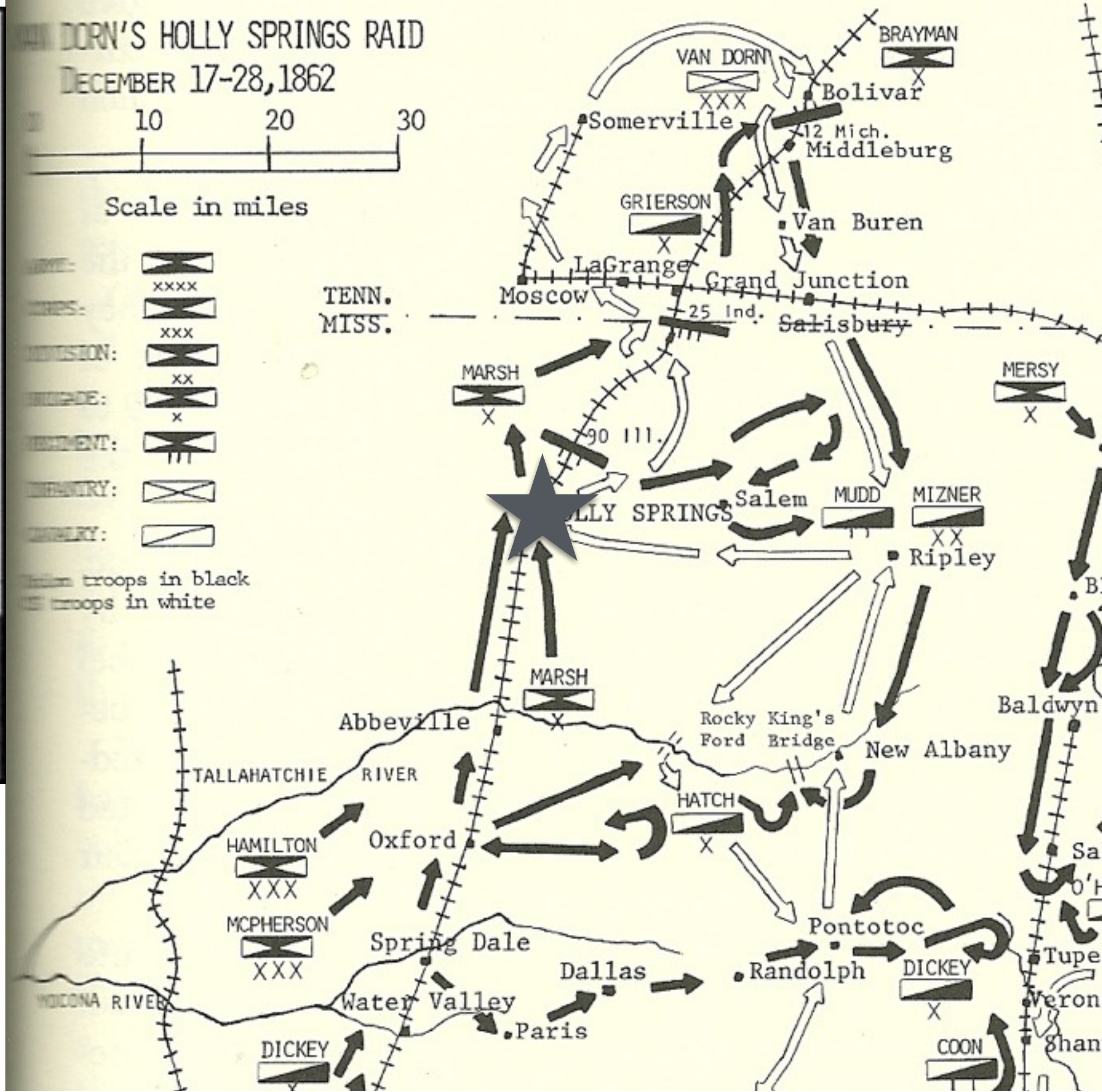
MG Frederick Steele

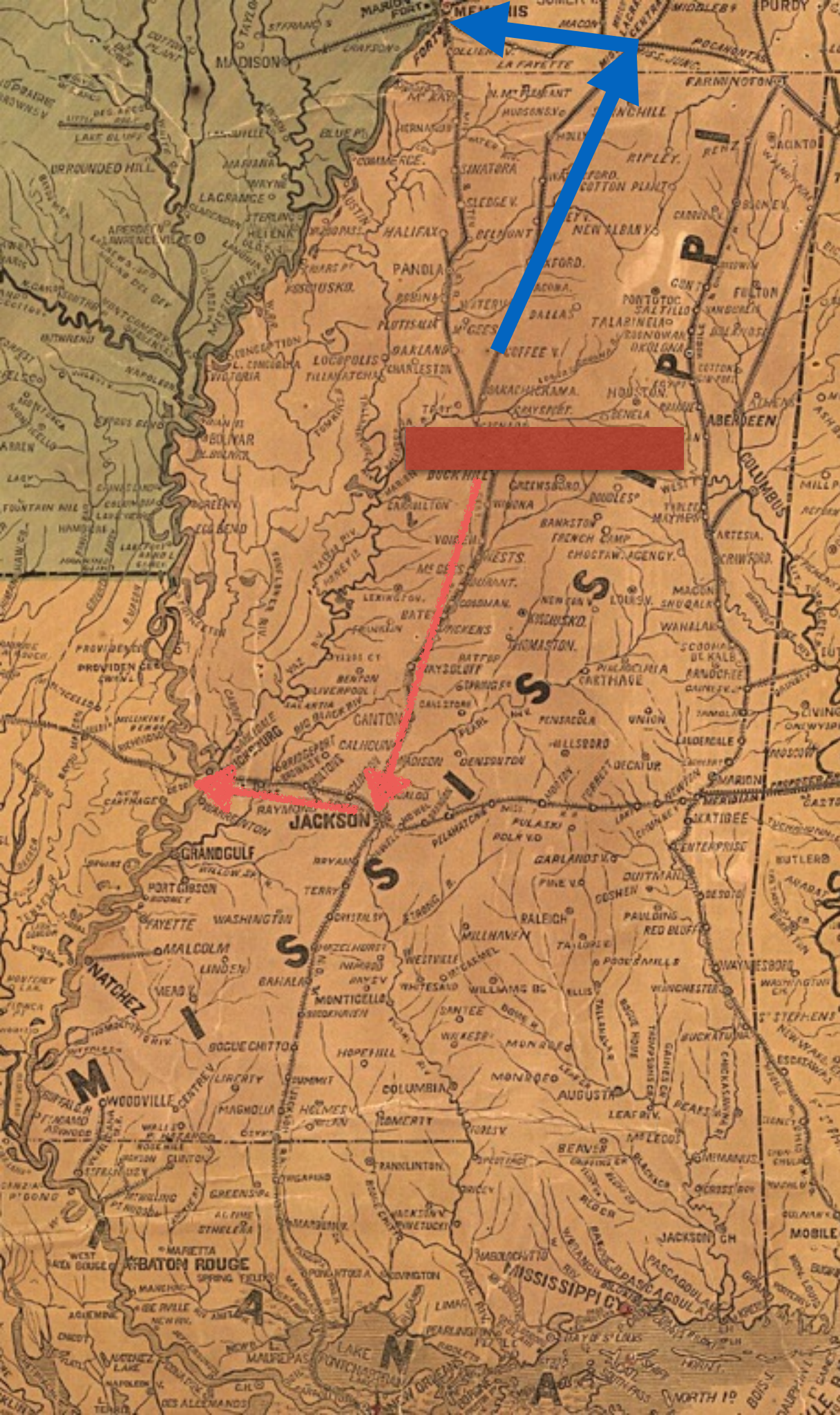


BG Nathan Bedford Forrest



MG Earl Van Dorn





- Grant retired from Mississippi interior

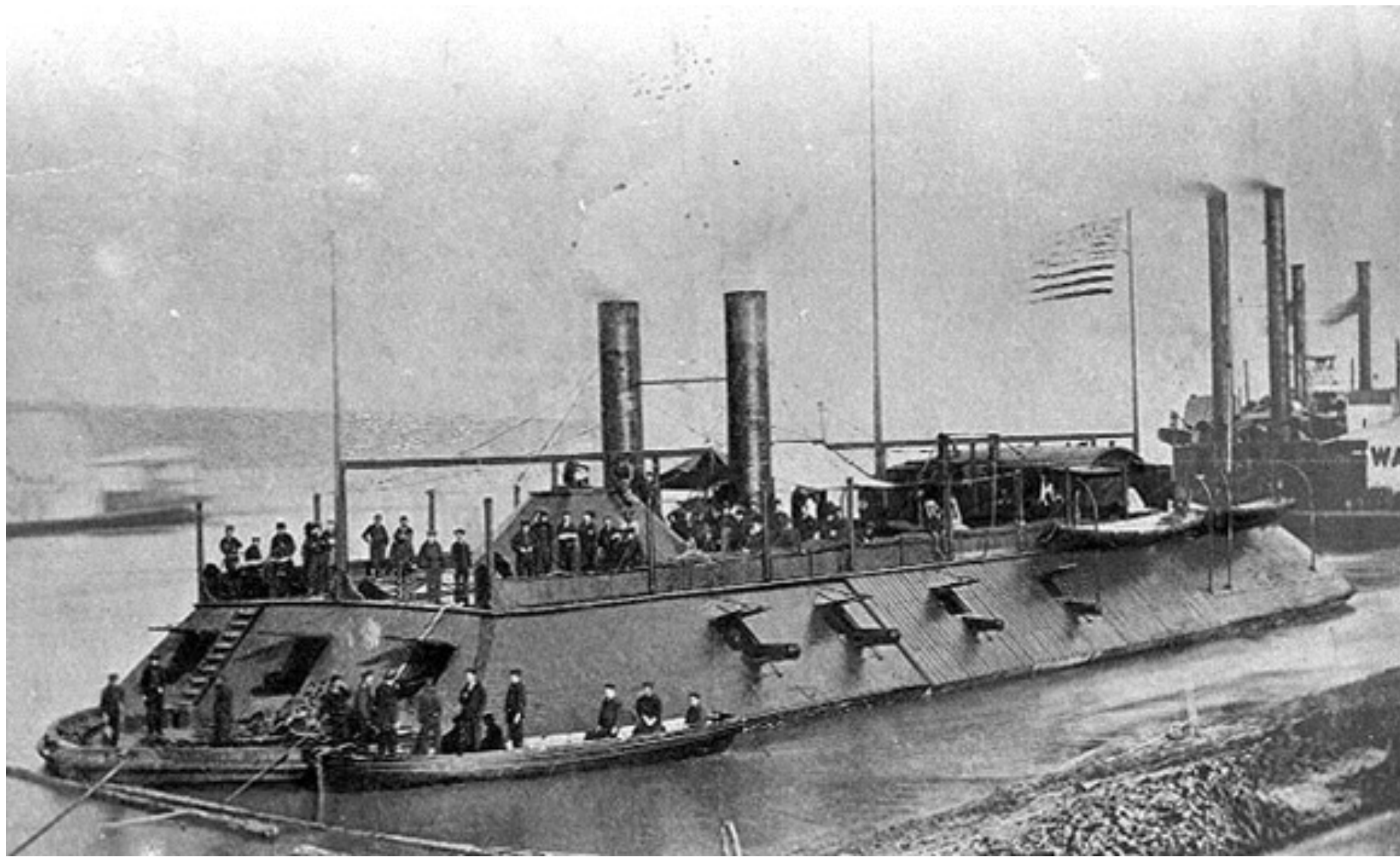
Supply depot burned (\$450k to \$1.5 MM)

100+ miles of rail torn up;
bridges and trestles destroyed

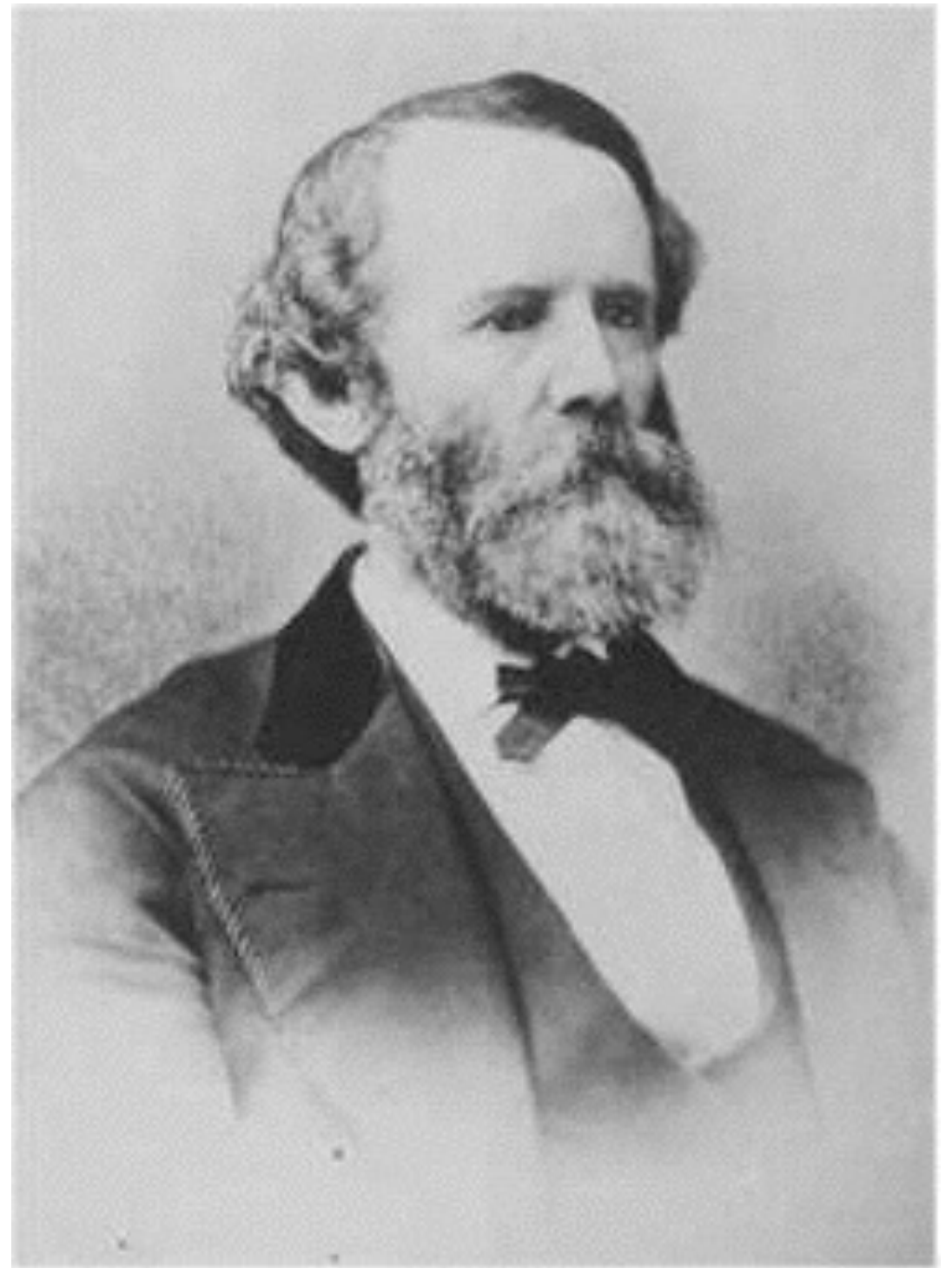
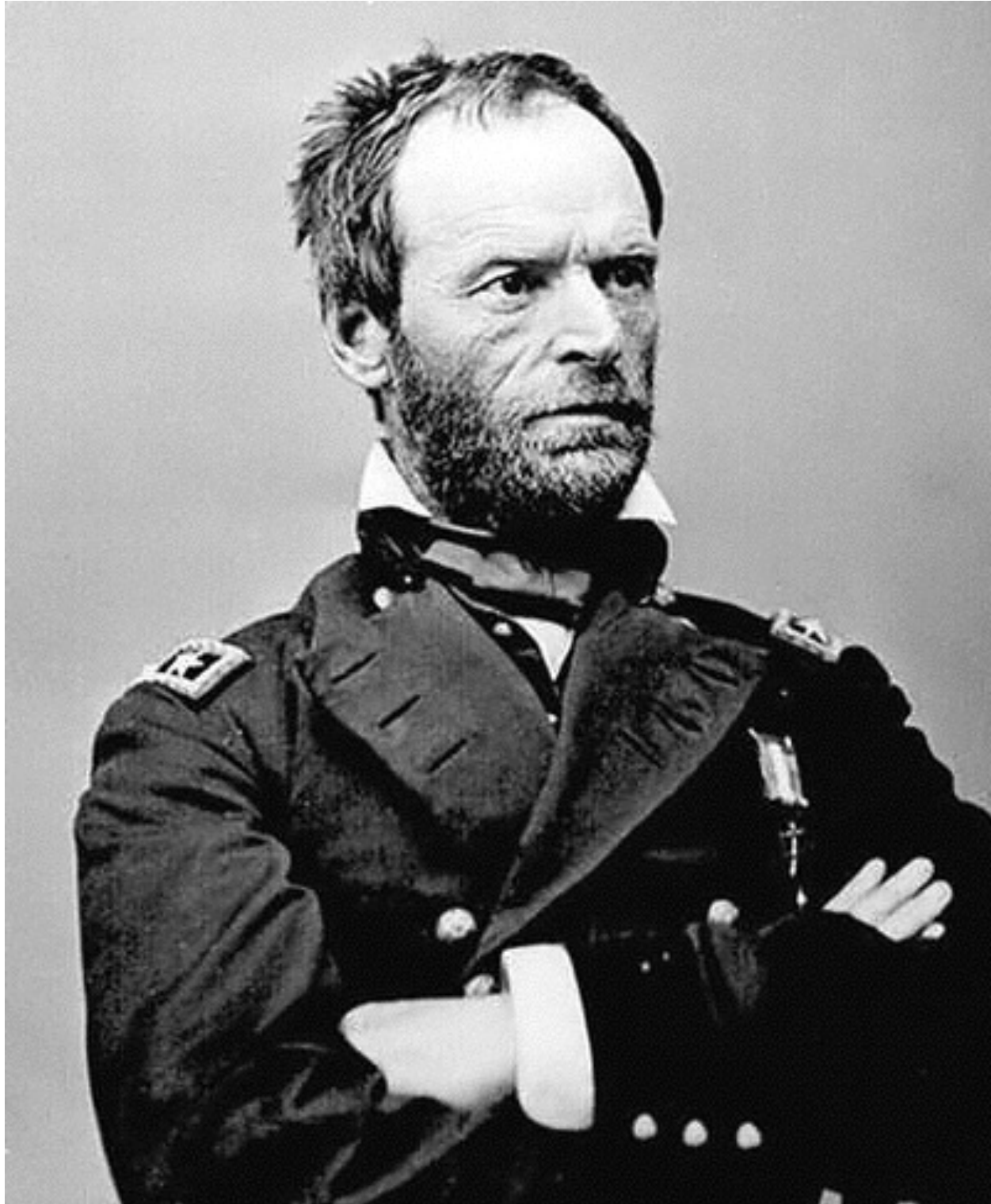
Rolling stock destroyed or
"stranded"

Halleck's ordered River
operations

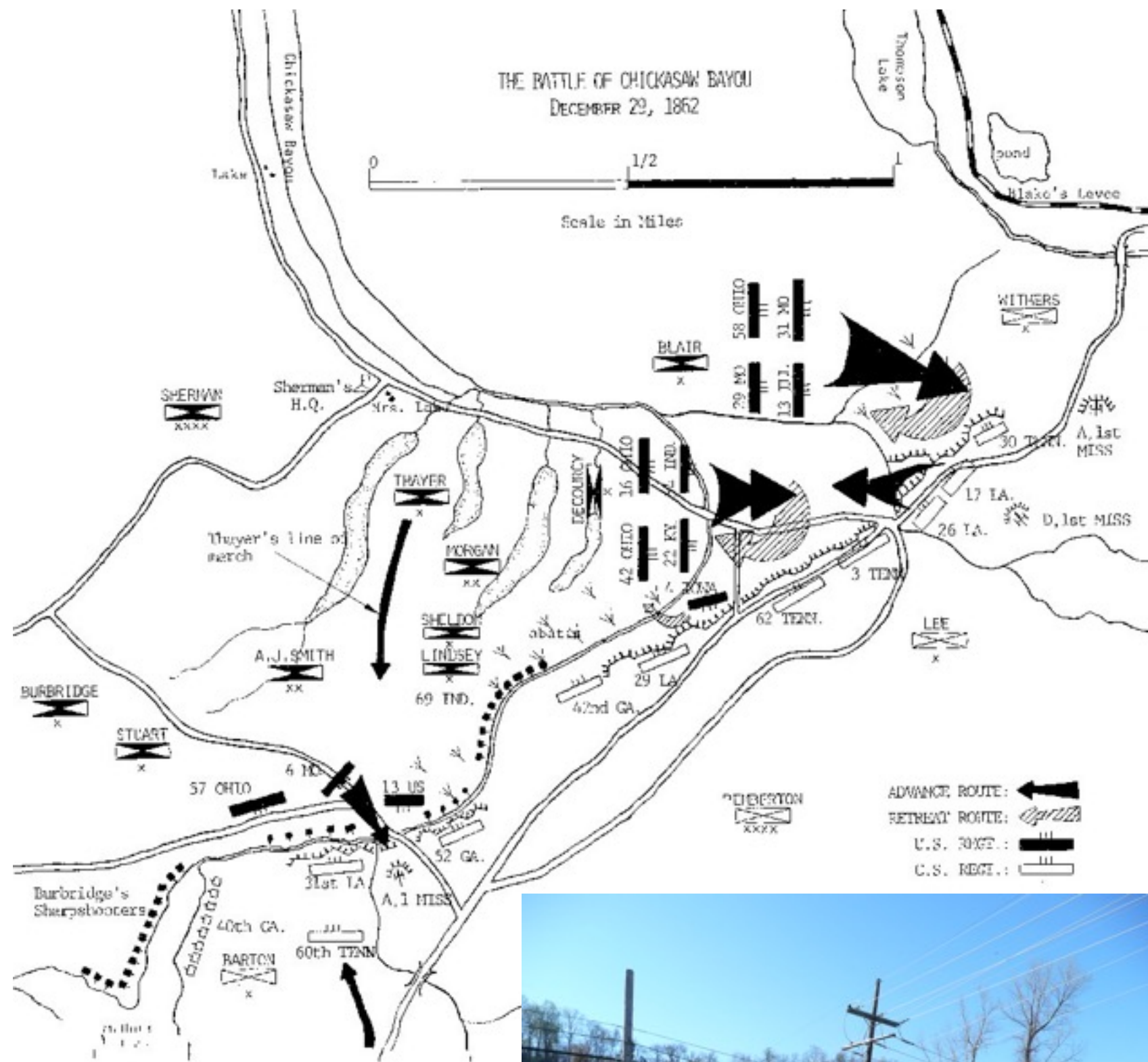
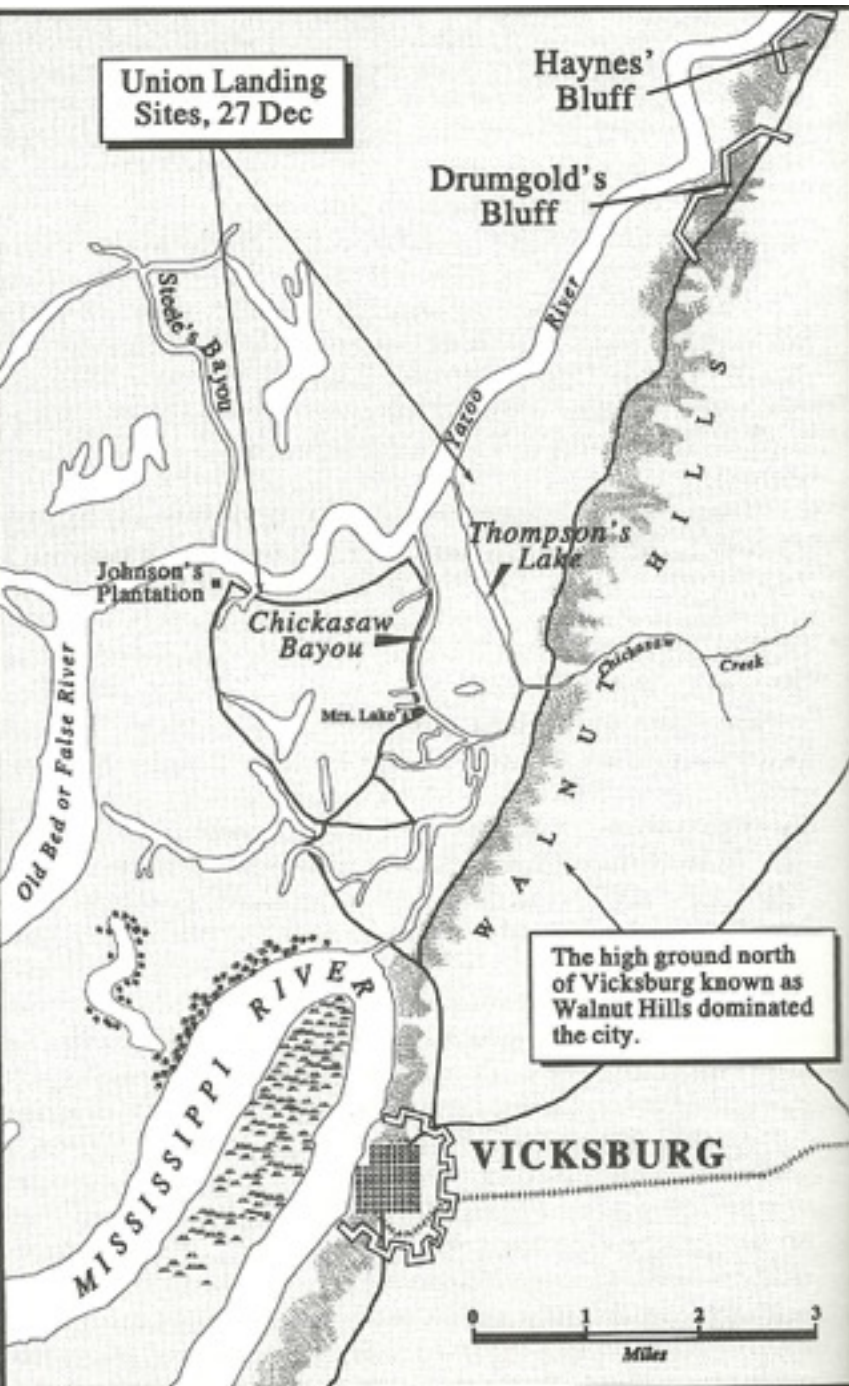
Confederates redeploy...



Chickasaw Bayou



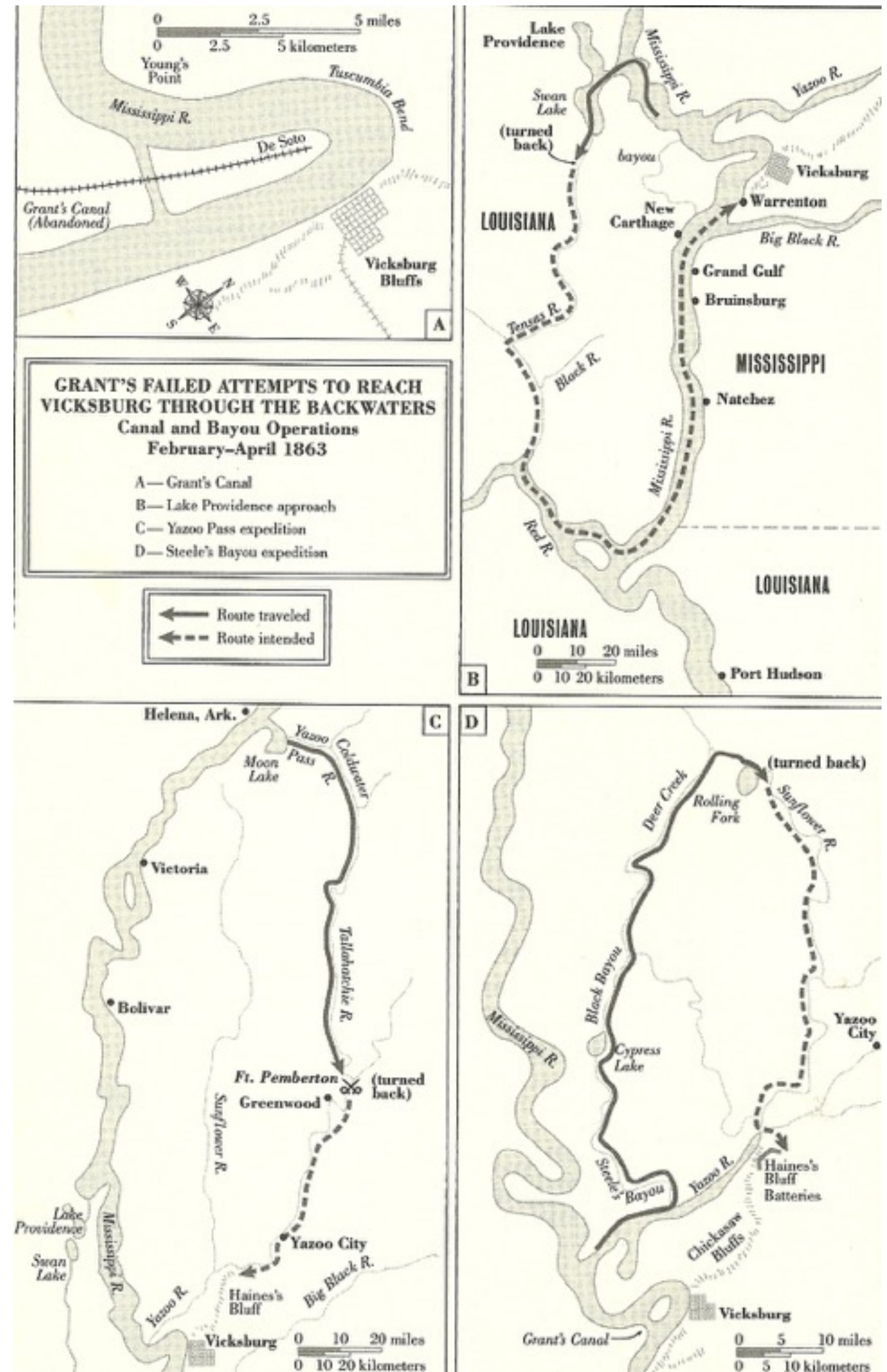
MG W.T. Sherman - XV Corps MG Carter L. Stevenson-2nd MD

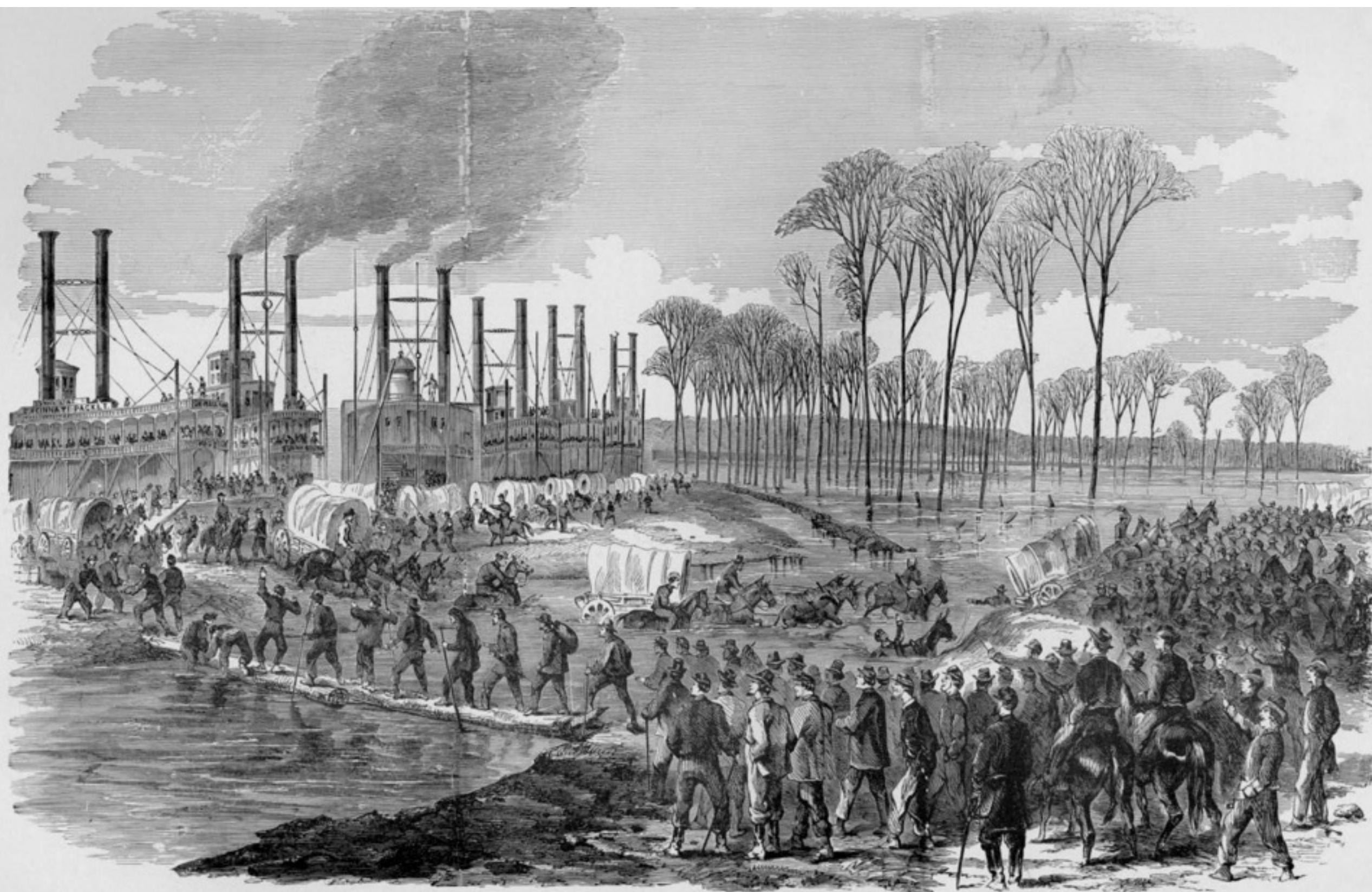


Chickasaw Bayou Abandoned

- Fog prevented a renewed assault on 30 December
- Grant retreated and no longer threatened from the East
- Sounds indicative of rail-borne Confederate reinforcements were audible
- Frontal assaults on Walnut Hills defenses would be costly
- High water marks were visible 10 to 12 feet above ground level!
- Sherman embarked his troops and returned to Milliken Bend

- Grant's Canal
- Lake Providence
- Yazoo Pass
- Steele's Bayou



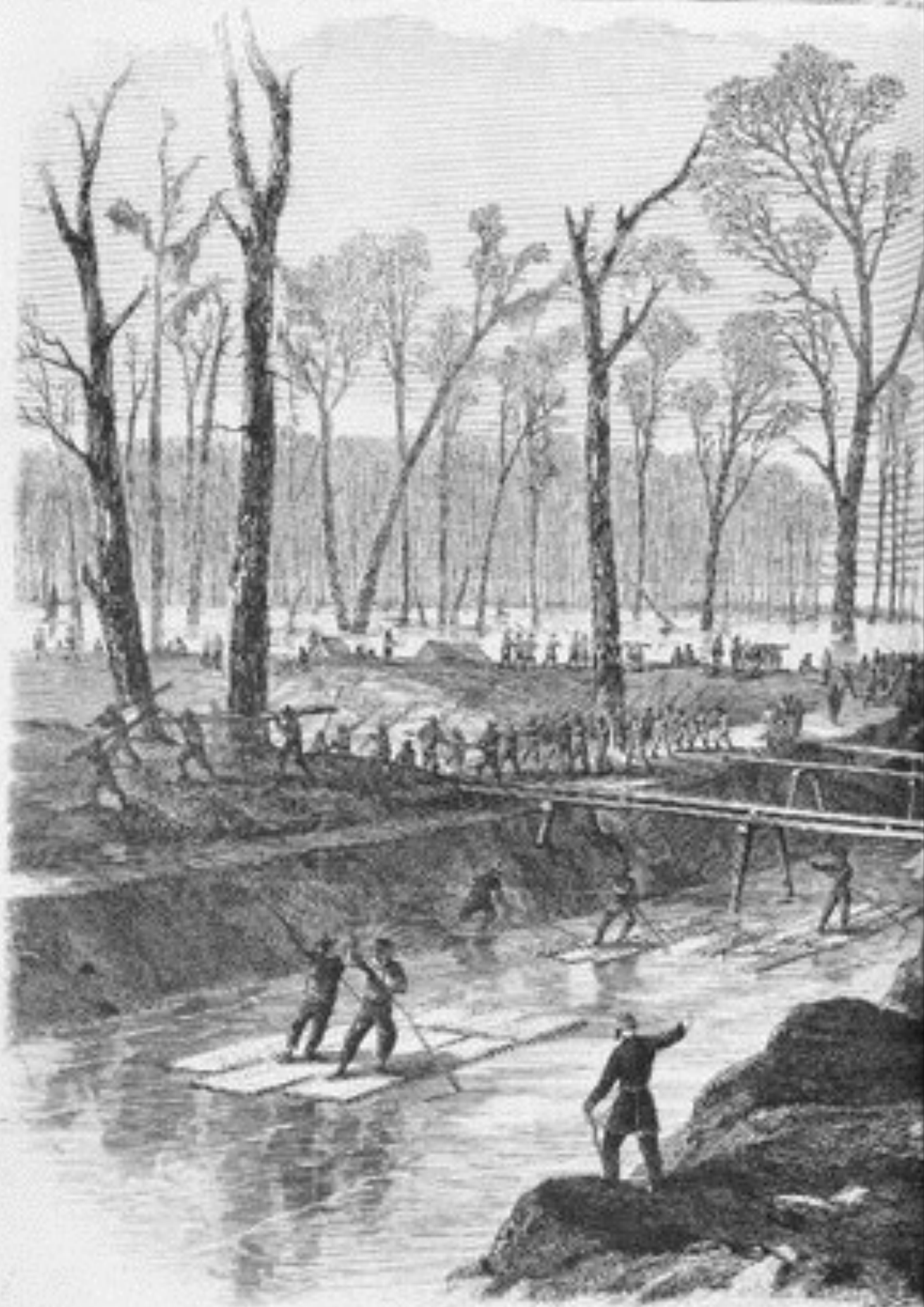


HEADQUARTERS OF THE FEDERAL ARMY COMMANDED BY GENERAL GRANT, ON THE BANKS OF THE MISSISSIPPI, NEAR VICKSBURG.

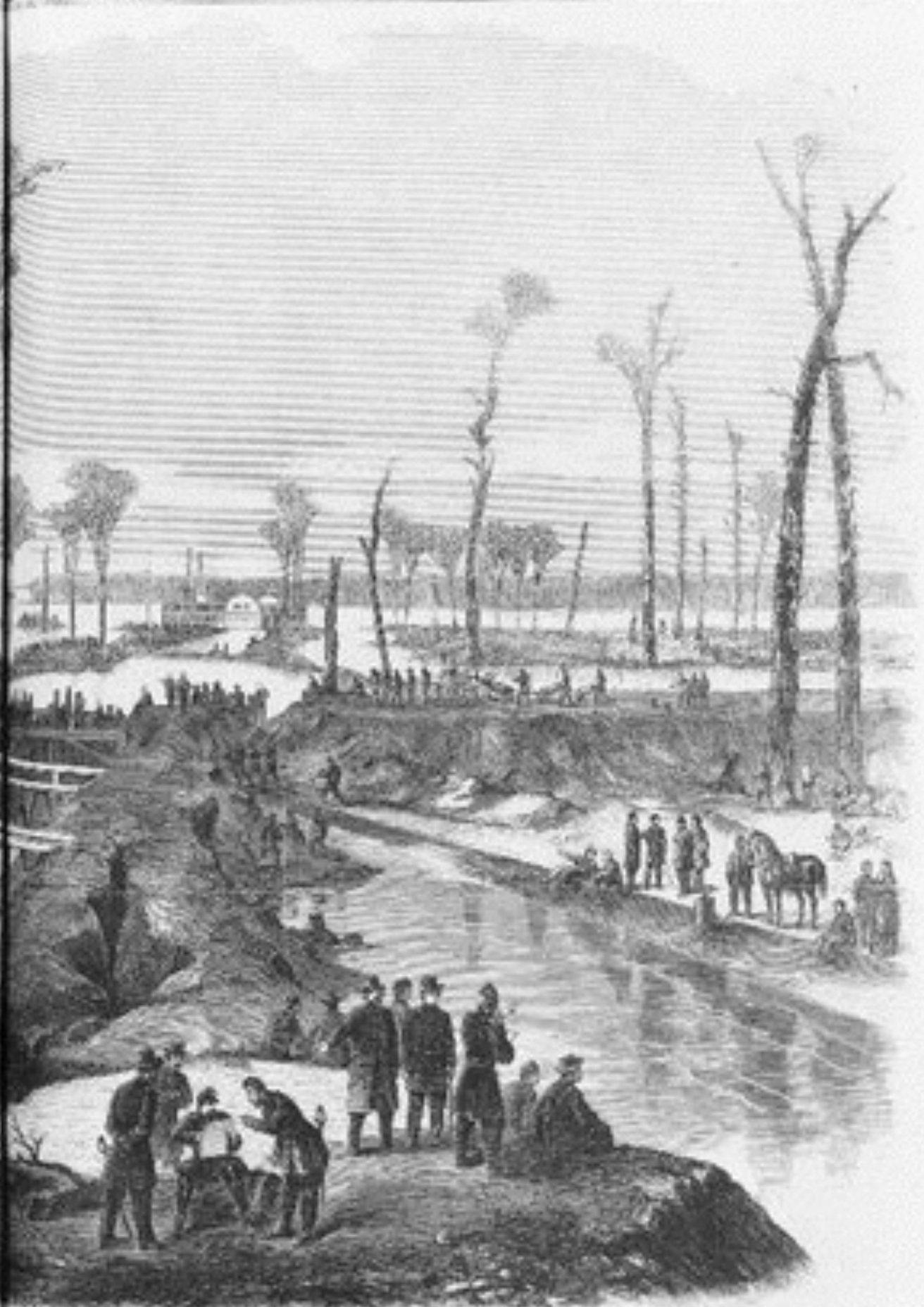
Our artist's sketch needs no description—it explains itself. A more perfect picture of the Slough of Despond was never painted. General Grant established himself on board the *Magnolia*, where he superintended the entire operations. One of his aids wrote: "As for mud, it beats Broadway, and considerable fun is got out of the wallowings undergone by the commissariat wagons and their drivers. Frequently the men place logs at certain intervals, and crowds amuse themselves by seeing how often the log disappears, leaving the man who trusted to it up to his middle in that magnificent mud and slush, which throws even Virginia into the shade." The second boat to the right of the *Magnolia* is the hospital ship.

Levee break

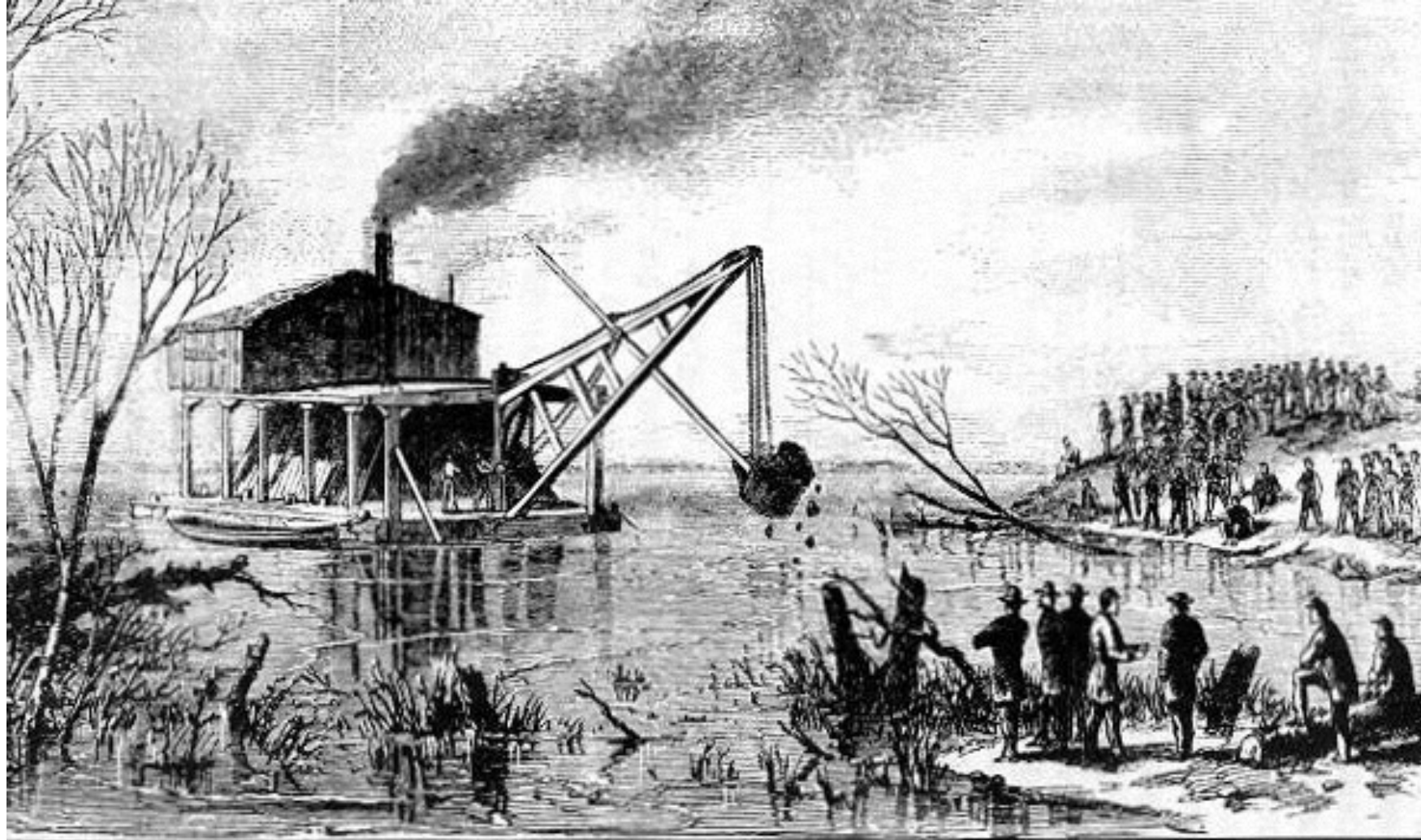




THE BRIDGE OF THE GREAT SOUTHERN RAILROAD, MARCH 25, 1864

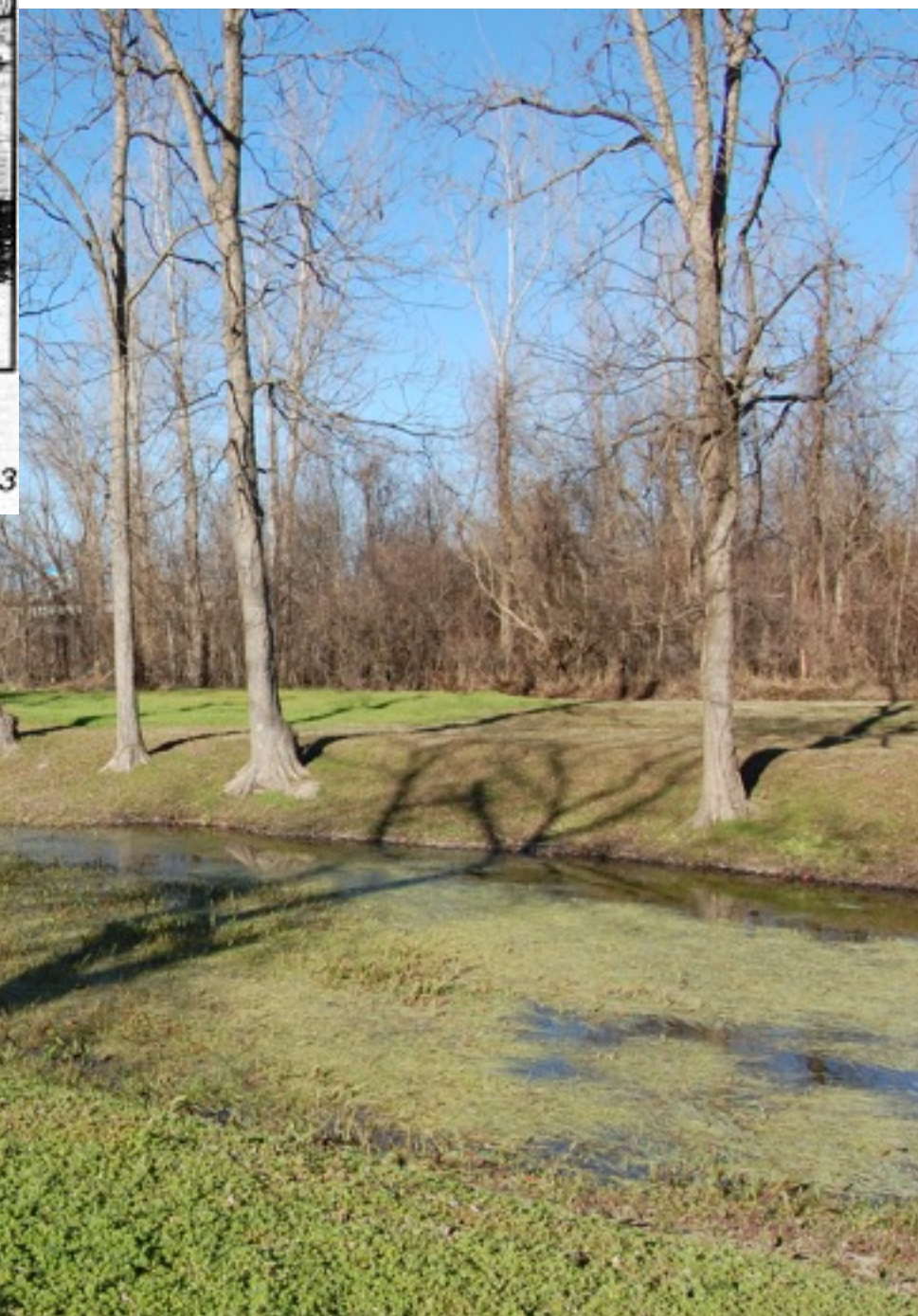


THE BRIDGE OF THE GREAT SOUTHERN RAILROAD, MARCH 25, 1864

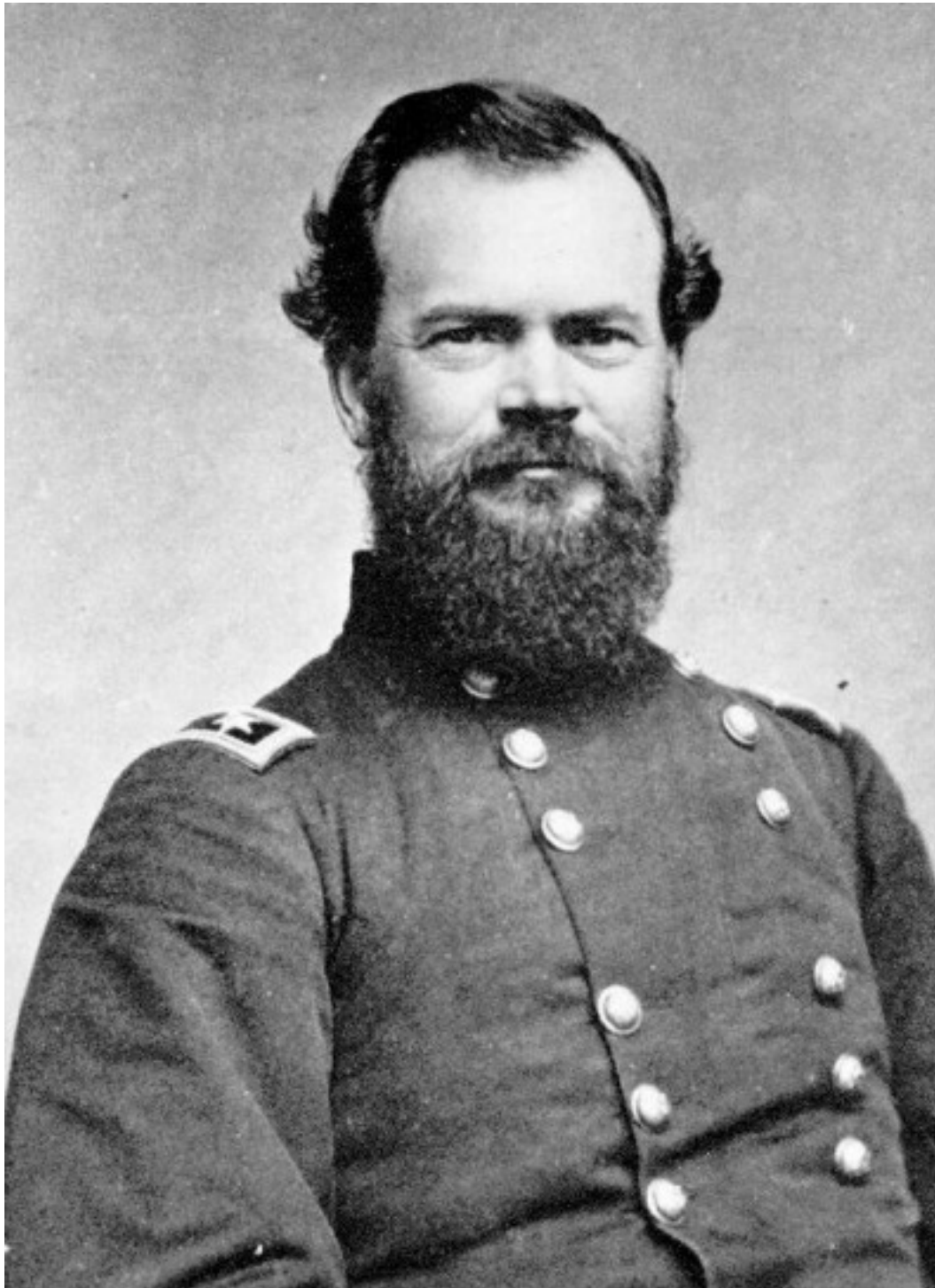


THE DIPPER DREDGE SAMPSON WORKING ON THE ENTRANCE TO THE CANAL.

FRANK LESLIE'S, APRIL 4, 1863



Lake Providence



MG James B. McPherson - XVII Corps

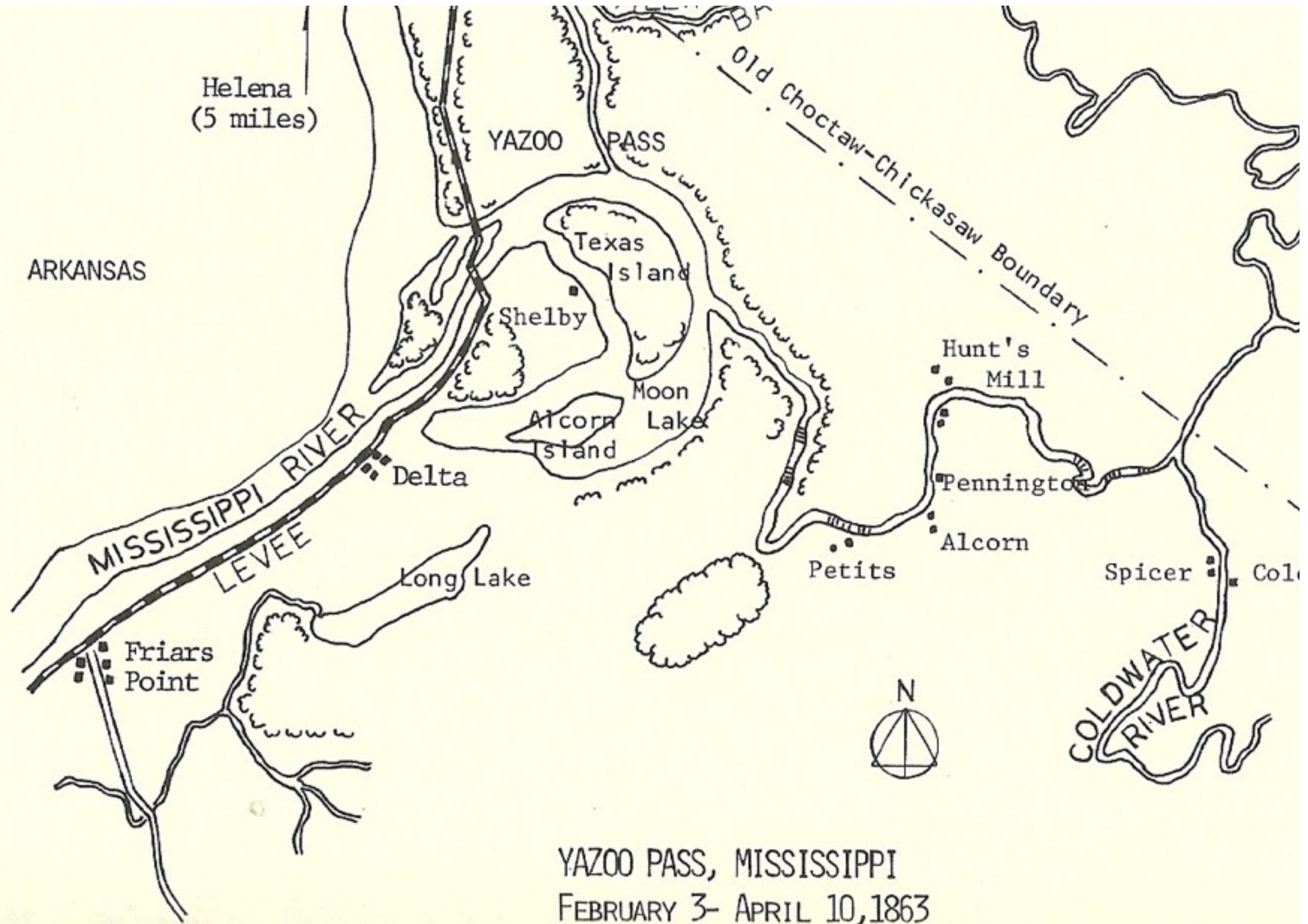
Yazoo Pass



BG Isaac Quinby

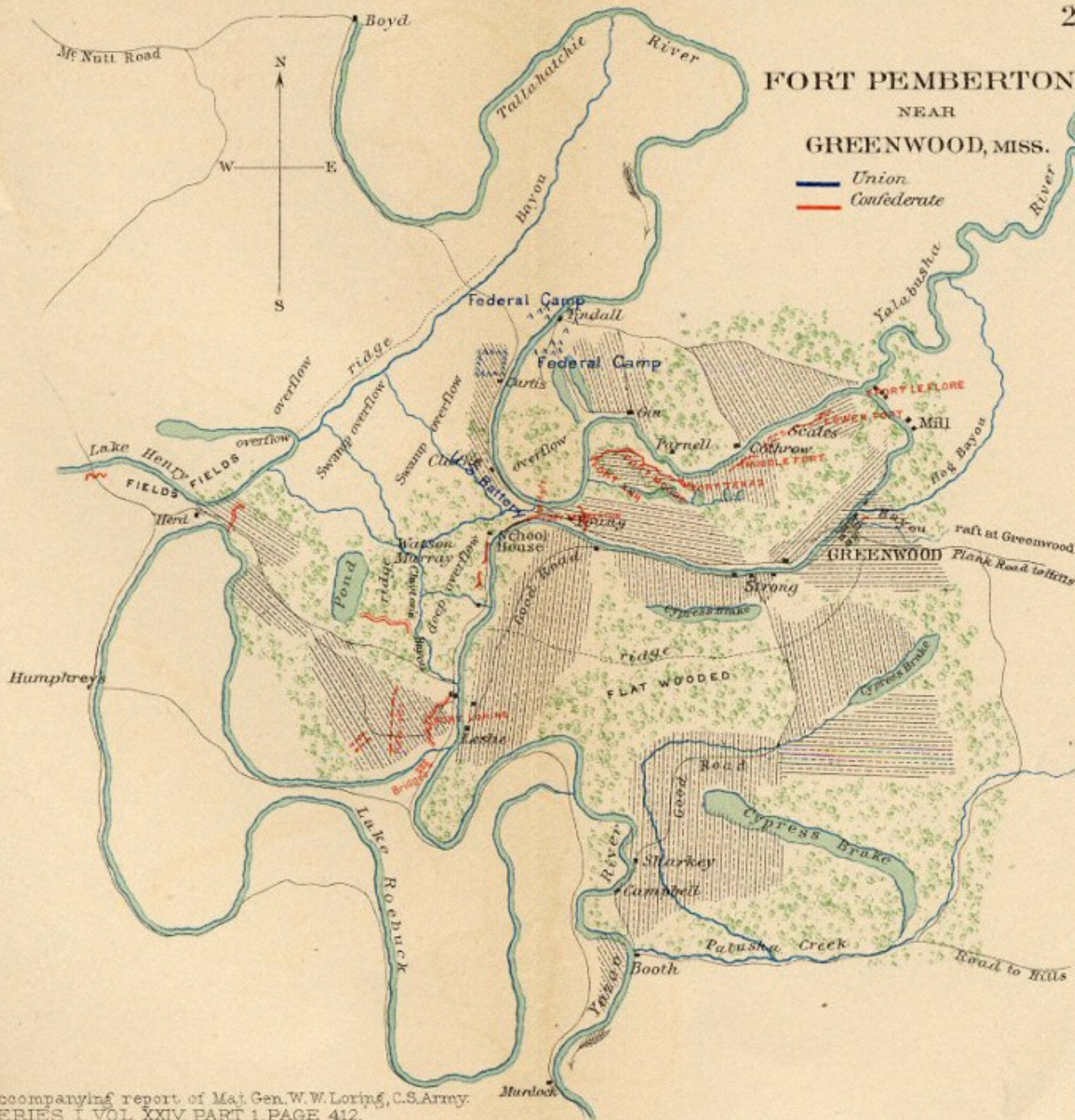


MG William Wing Loring

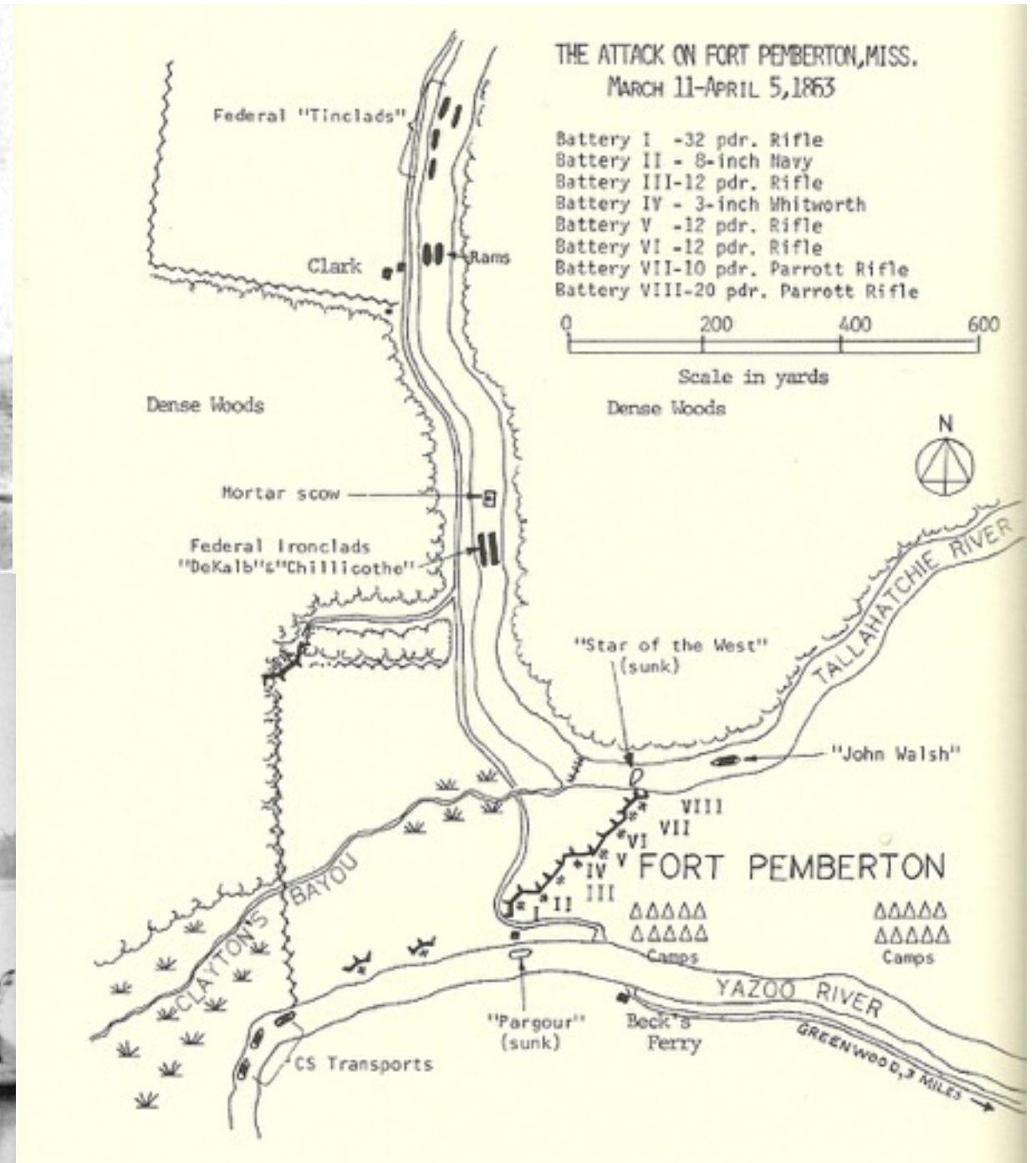
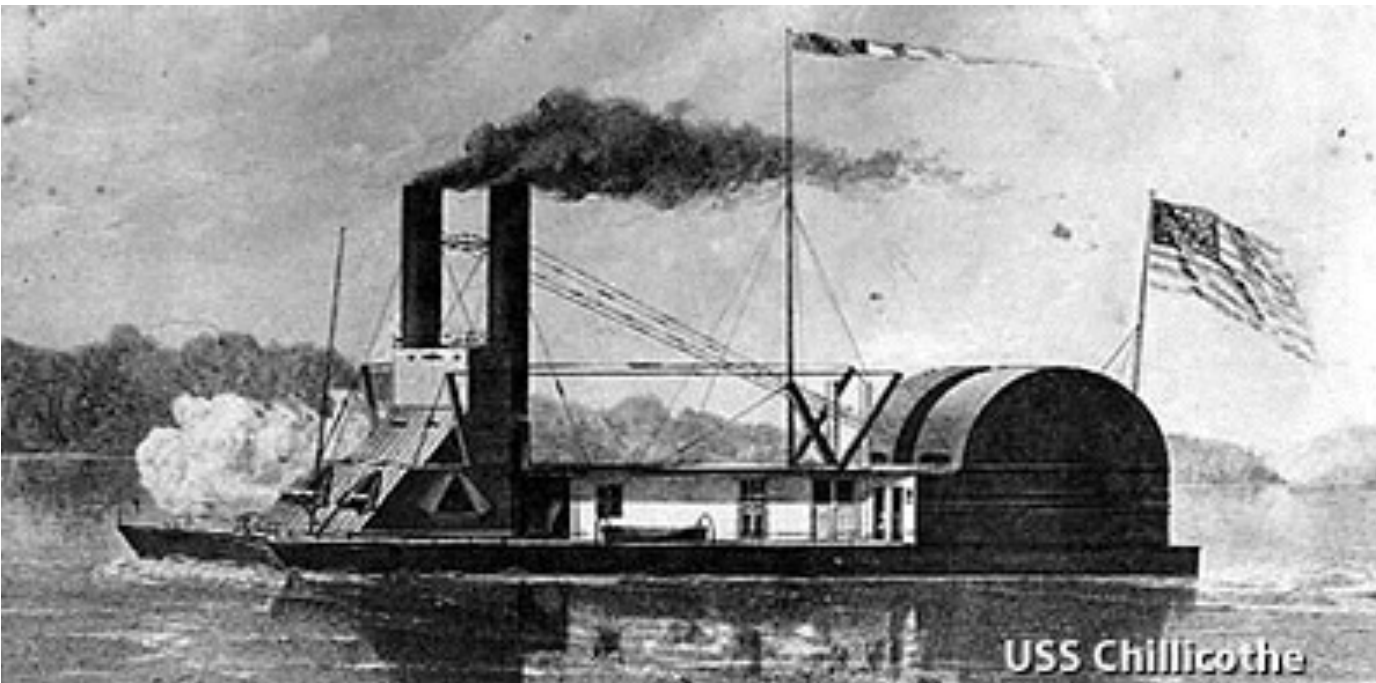


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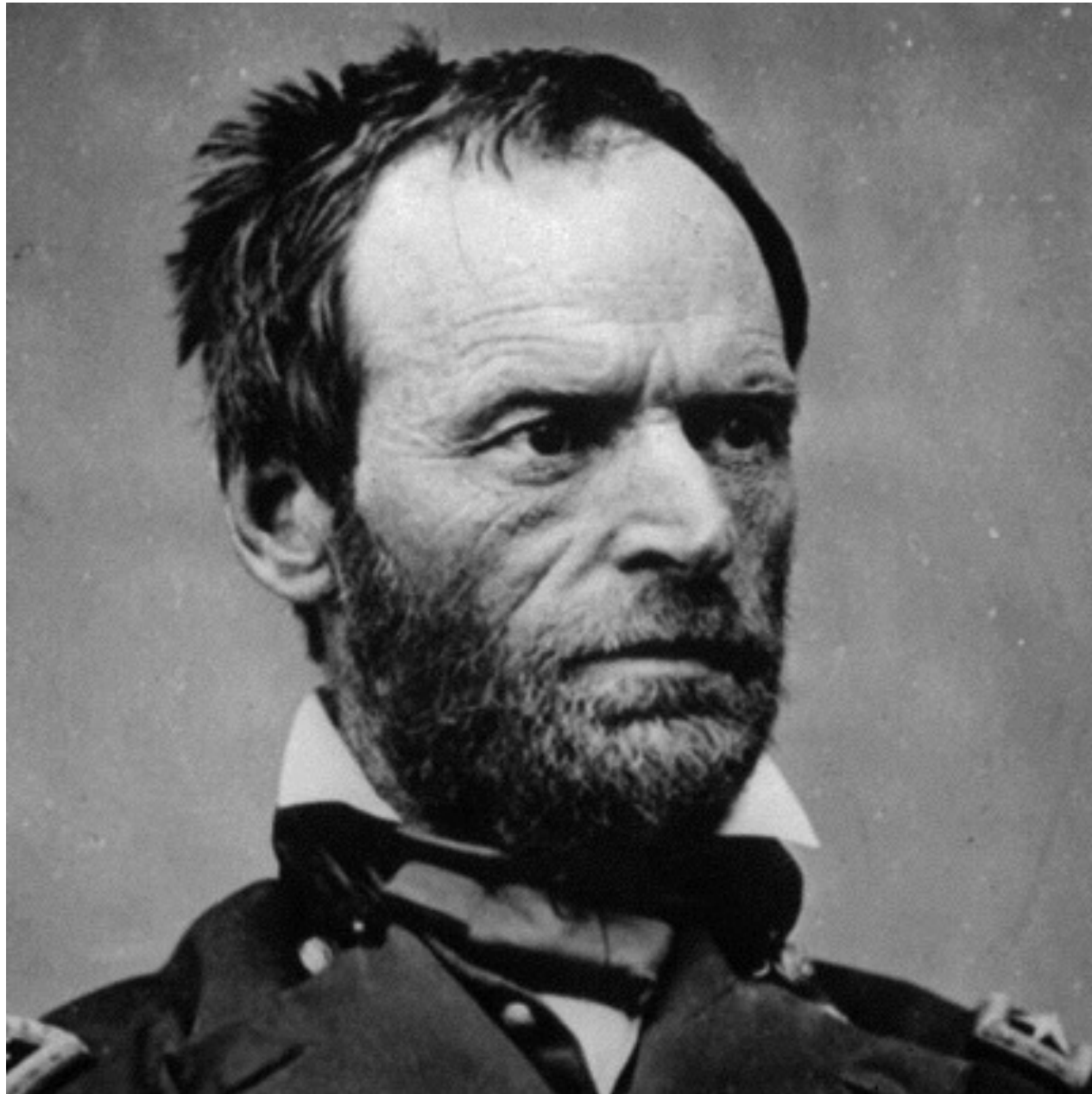
Miles



Yazoo Pass



Steele's Bayou

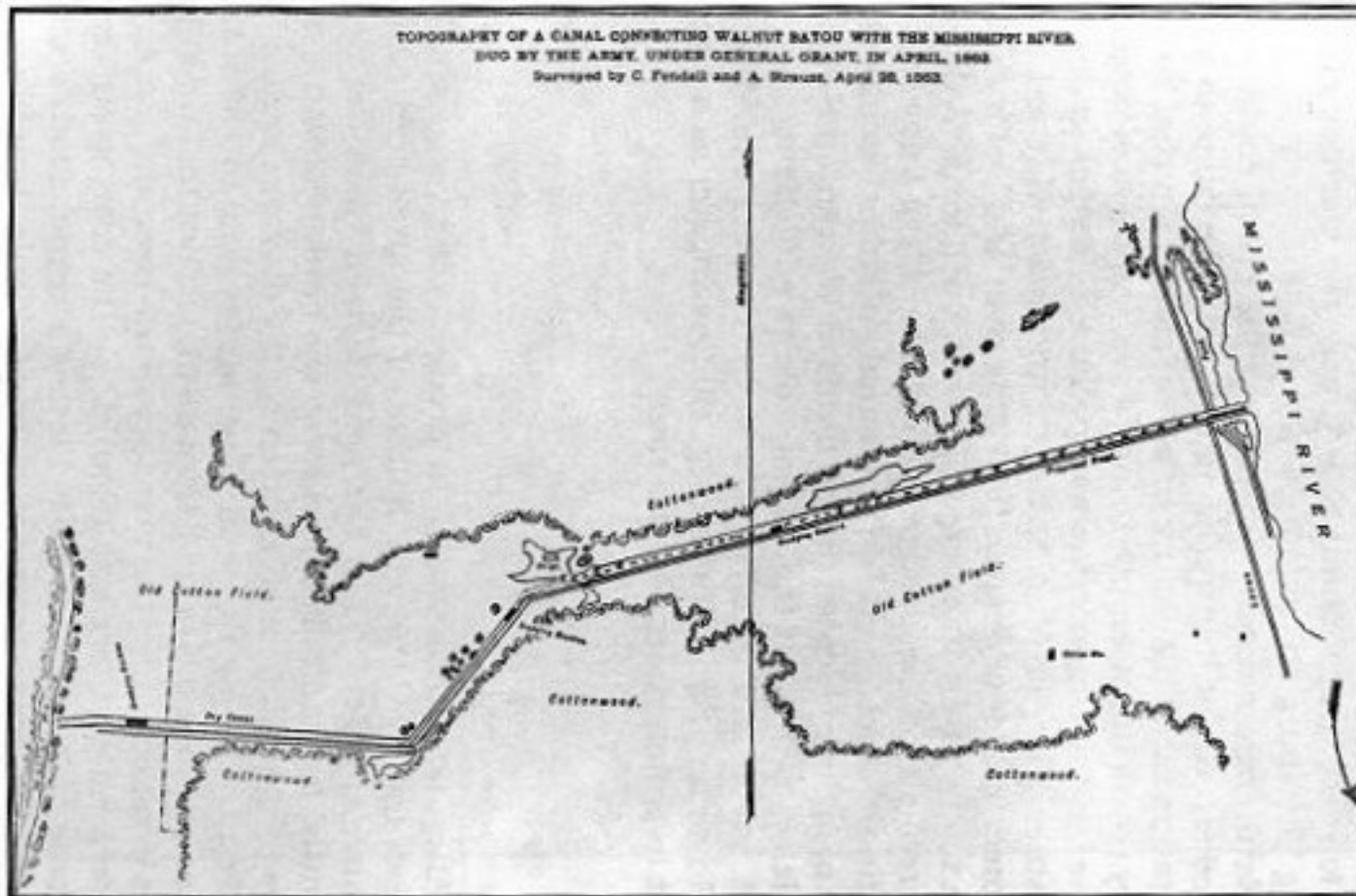


MG W.T. Sherman - XV Corps



BG Winfield S. Featherstone

Duckport Canal



MAP OF DUCKPORT CANAL.

Another failed attempt to divert the River. Used as an alternate supply route for east bank approach



THREE DIPPER DREDGES WORKING ON THE DUCKPORT CANAL.

HARPER'S WEEKLY, MAY 16, 1863

Final Thoughts

- McClellan's independent command and political connections were problems, distracting Union efforts to take Vicksburg (Arkansas Post "wild goose chase")
- Grant learned how useful cavalry raids were in diverting enemy attention
- On his retreat from Oxford Grant realized how easy it would be for his Army to "live off the land"
- Much of the country (and Army) thought Grant a failure. But he was persistent!

- No reliable tabulation located for most activities
- Chickasaw Bayou:
Union: 213 - 1,016 - 561
Confederates: 58 - 116 - 10
- Steele's Bayou
Union: 3 - 7 - 0
Confederates: 2 - 7 - 0

Clearly significantly understated!!! 83rd Ohio turned out 80 men for a dress parade at Young's Point. Five months earlier they were 1,010 strong.

<http://www.civilwaralbum.com/vicksburg/>

[http://www.nps.gov/history/history/online_books/
civil_war_series/24/sec2.htm](http://www.nps.gov/history/history/online_books/civil_war_series/24/sec2.htm)

<http://www.angelfire.com/ms2/grantshilohvicksburg/>