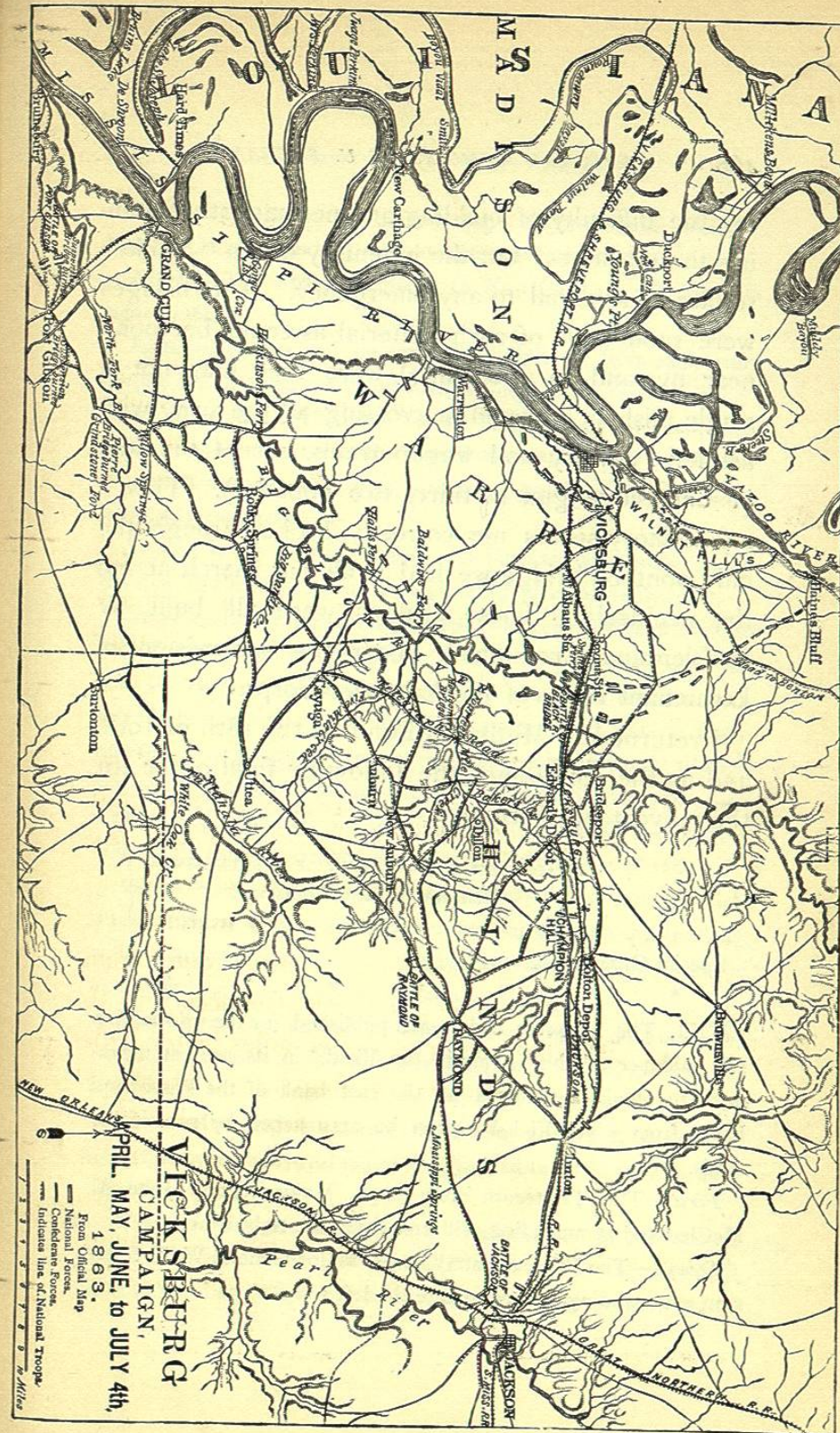


Louisiana, to New Carthage, hoping that he might capture Grand Gulf before the balance of the troops could get there; but the roads were very bad, scarcely above water yet. Some miles from New Carthage the levee to Bayou Vidal was broken in several places, overflowing the roads for the distance of two miles. Boats were collected from the surrounding bayous, and some constructed on the spot from such material as could be collected, to transport the troops across the overflowed interval. By the 6th of April McClernand had reached New Carthage with one division and its artillery, the latter ferried through the woods by these boats. On the 17th I visited New Carthage in person, and saw that the process of getting troops through in the way we were doing was so tedious that a better method must be devised. The water was falling, and in a few days there would not be depth enough to use boats; nor would the land be dry enough to march over. McClernand had already found a new route from Smith's plantation where the crevasse occurred, to Perkins' plantation, eight to twelve miles below New Carthage. This increased the march from Milliken's Bend from twenty-seven to nearly forty miles. Four bridges had to be built across bayous, two of them each over six hundred feet long, making about two thousand feet of bridging in all. The river falling made the current in these bayous very rapid, increas-



ing the difficulty of building and permanently fastening these bridges; but the ingenuity of the "Yankee soldier" was equal to any emergency. The bridges were soon built of such material as could be found near by, and so substantial were they that not a single mishap occurred in crossing all the army with artillery, cavalry and wagon trains, except the loss of one siege gun (a thirty-two pounder). This, if my memory serves me correctly, broke through the only pontoon bridge we had in all our march across the peninsula. These bridges were all built by McClelland's command, under the supervision of Lieutenant Hains of the Engineer Corps.

I returned to Milliken's Bend on the 18th or 19th, and on the 20th issued the following final order for the movement of troops:

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,  
MILLIKEN'S BEND, LOUISIANA,  
April 20, 1863.

Special Orders, No. 110.

\* \* \* \* \*

VIII. The following orders are published for the information and guidance of the "Army in the Field," in its present movement to obtain a foothold on the east bank of the Mississippi River, from which Vicksburg can be approached by practicable roads.

*First.*—The Thirteenth army corps, Major-General John A. McClelland commanding, will constitute the right wing.

*Second.*—The Fifteenth army corps, Major-General W. T. Sherman commanding, will constitute the left wing.

*Third.*—The Seventeenth army corps, Major-General James B. McPherson commanding, will constitute the centre.

*Fourth.*—The order of march to New Carthage will be from right to left.

*Fifth.*—Reserves will be formed by divisions from each army corps; or, an entire army corps will be held as a reserve, as necessity may require. When the reserve is formed by divisions, each division will remain under the immediate command of its respective corps commander, unless otherwise specially ordered for a particular emergency.

*Sixth.*—Troops will be required to bivouac, until proper facilities can be afforded for the transportation of camp equipage.

*Seventh.*—In the present movement, one tent will be allowed to each company for the protection of rations from rain; one wall tent for each regimental headquarters; one wall tent for each brigade headquarters; and one wall tent for each division headquarters; corps commanders having the books and blanks of their respective commands to provide for, are authorized to take such tents as are absolutely necessary, but not to exceed the number allowed by General Orders No. 160, A. G. O., series of 1862.

*Eighth.*—All the teams of the three army corps, under the immediate charge of the quartermasters bearing them on their returns, will constitute a train for carrying supplies and ordnance and the authorized camp equipage of the army.

*Ninth.*—As fast as the Thirteenth army corps advances, the Seventeenth army corps will take its place; and it, in turn, will be followed in like manner by the Fifteenth army corps.

*Tenth.*—Two regiments from each army corps will be detailed by corps commanders, to guard the lines from Richmond to New Carthage.

*Eleventh.*—General hospitals will be established by the medical director, between Duckport and Milliken's Bend. All sick and disabled soldiers will be left in these hospitals. Surgeons in charge

of hospitals will report convalescents as fast as they become fit for duty. Each corps commander will detail an intelligent and good drill officer, to remain behind and take charge of the convalescents of their respective corps; officers so detailed will organize the men under their charge into squads and companies, without regard to the regiments they belong to; and in the absence of convalescent commissioned officers to command them, will appoint non-commissioned officers or privates. The force so organized will constitute the guard of the line from Duckport to Milliken's Bend. They will furnish all the guards and details required for general hospitals, and with the contrabands that may be about the camps, will furnish all the details for loading and unloading boats.

*Twelfth.*—The movement of troops from Milliken's Bend to New Carthage will be so conducted as to allow the transportation of ten days' supply of rations, and one-half the allowance of ordnance, required by previous orders.

*Thirteenth.*—Commanders are authorized and enjoined to collect all the beef cattle, corn and other necessary supplies on the line of march; but wanton destruction of property, taking of articles useless for military purposes, insulting citizens, going into and searching houses without proper orders from division commanders, are positively prohibited. All such irregularities must be summarily punished.

*Fourteenth.*—Brigadier-General J. C. Sullivan is appointed to the command of all the forces detailed for the protection of the line from here to New Carthage. His particular attention is called to General Orders, No. 69, from Adjutant-General's Office, Washington, of date March 20, 1863.

By order of

MAJOR-GENERAL U. S. GRANT.

McClelland was already below on the Mississippi. Two of McPherson's divisions were put upon the

march immediately. The third had not yet arrived from Lake Providence; it was on its way to Milliken's Bend and was to follow on arrival.

Sherman was to follow McPherson. Two of his divisions were at Duckport and Young's Point, and the third under Steele was under orders to return from Greenville, Mississippi, where it had been sent to expel a rebel battery that had been annoying our transports.

It had now become evident that the army could not be rationed by a wagon train over the single narrow and almost impassable road between Milliken's Bend and Perkins' plantation. Accordingly six more steamers were protected as before, to run the batteries, and were loaded with supplies. They took twelve barges in tow, loaded also with rations. On the night of the 22d of April they ran the batteries, five getting through more or less disabled while one was sunk. About half the barges got through with their needed freight.

When it was first proposed to run the blockade at Vicksburg with river steamers there were but two captains or masters who were willing to accompany their vessels, and but one crew. Volunteers were called for from the army, men who had had experience in any capacity in navigating the western rivers. Captains, pilots, mates, engineers and deck-hands enough presented themselves to take five

times the number of vessels we were moving through this dangerous ordeal. Most of them were from Logan's division, composed generally of men from the southern part of Illinois and from Missouri. All but two of the steamers were commanded by volunteers from the army, and all but one so manned. In this instance, as in all others during the war, I found that volunteers could be found in the ranks and among the commissioned officers to meet every call for aid whether mechanical or professional. Colonel W. S. Oliver was master of transportation on this occasion by special detail.

## CHAPTER XXXIII.

### ATTACK ON GRAND GULF—OPERATIONS BELOW VICKSBURG.

ON the 24th my headquarters were with the advance at Perkins' plantation. Reconnoissances were made in boats to ascertain whether there was high land on the east shore of the river where we might land above Grand Gulf. There was none practicable. Accordingly the troops were set in motion for Hard Times, twenty-two miles farther down the river and nearly opposite Grand Gulf. The loss of two steamers and six barges reduced our transportation so that only 10,000 men could be moved by water. Some of the steamers that had got below were injured in their machinery, so that they were only useful as barges towed by those less severely injured. All the troops, therefore, except what could be transported in one trip, had to march. The road lay west of Lake St. Joseph. Three large bayous had to be crossed. They were rapidly bridged in the same manner as those previously encountered.

NOTE.—On this occasion Governor Richard Yates, of Illinois, happened to be on a visit to the army, and accompanied me to Carthage. I furnished an ambulance for his use and that of some of the State officers who accompanied him.