

A humorous dare-devil--the very man to suit my purpose.---BULWER.

Vol 1.

Atlanta Campaign Number

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The Campaigns

ALONG THE LINE OF THE Western & Atlantic Railroad.

The Historic Battlefields Route of America.

The army operations along the line of the Western & Atlantic Railroad during the great "War between the States" began early in September, 1863, after Rosecrans, by his movements through the mountain passes southwest of Chattanooga, into the Chickamauga Valley, had forced the evacuation of that point by the Confederate army under General Bragg.

After several days of maneuvering, during which there were occasionally severe skirmishes or minor engagements between the two armies, the great battle of Chickamauga began September 18, 1863. This was along the line of the West Chickamauga creek, some seven miles west from Ringgold and Graysville, which are stations on the Western & Atlantic Railroad.

The Federal army, being defeated in this sanguinary struggle, retreated to Chattanooga. The Confederates followed, and occupied Missionary Ridge and Lookout Mountain, just south of Chattanooga.

They also secured possession of the Nashville & Chattanooga Railroad at Bridgeport and other points, thus breaking Rosecrans' communications by rail with Nashville, his base of supplies, and forcing the Federal army to receive its army stores, provisions, etc., by wagon roads sixty miles in length

across the mountains. Chattanooga was therefore practically besieged by the Confederates, and great suffering ensued among the Union soldiers.

Thus matters continued until the latter part of November, when General Grant with large re-enforcements arrived and took personal command of the Federal army. Bragg strangely weakened himself by detaching Long-

street's corps and other portions of his army, and sending to Knoxville for the purpose of reducing that point.

November 24, 1863, began the battles around Chattanooga. "Fighting Joe Hooker," with 9,100 men, assaulted Lookout Mountain, which was defended by General Walthall, with 1,489 men. The attack was made late in the night, and a thick mist envel-

oped the mountain, rendering it impossible for the Confederates to accurately determine the Federal movements; hence Hooker, literally in the midst of the clouds, succeeded in scaling the craggy mountain, and after a short struggle, drove the Confederates off at about 2 a. m., November 25.

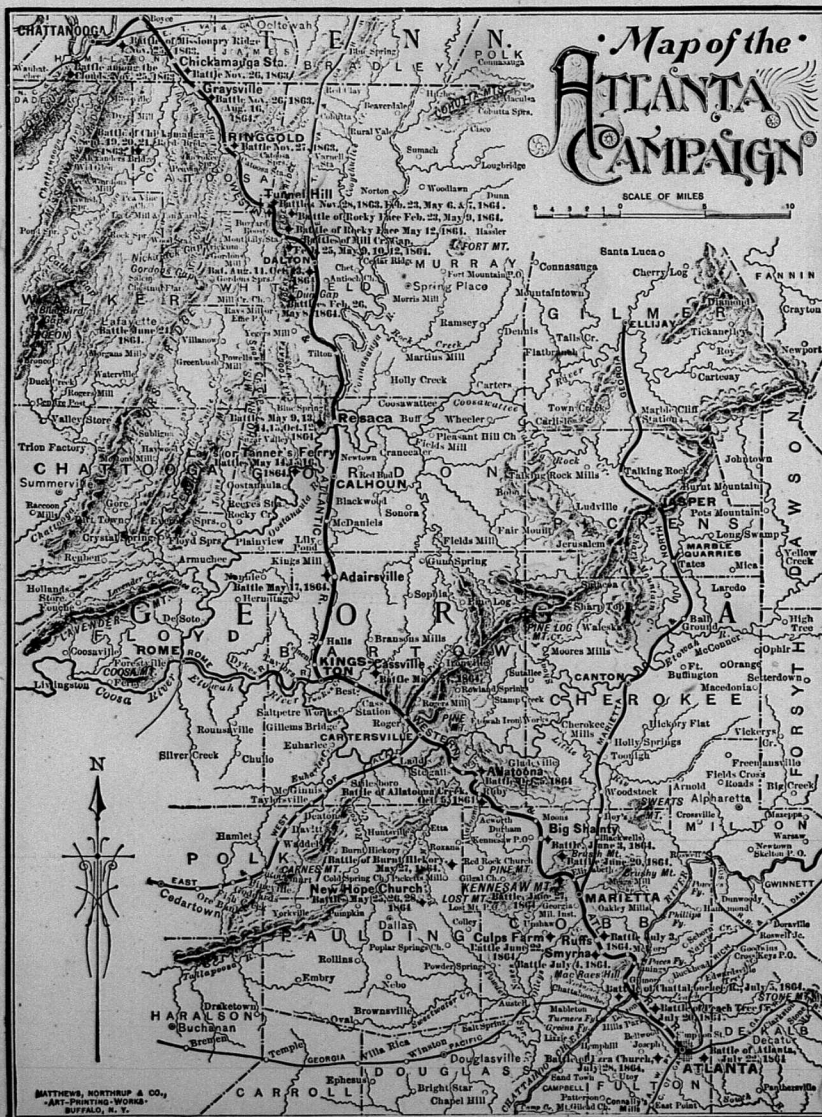
The same day (November 25), Grant's army made a general attack upon the Confederate position on Missionary Ridge. The assault upon Hardee's corps on the Confederate right was repulsed several times; but, late in the afternoon, the Confederate left center was broken, and soon the entire line except the right gave way, and a disastrous defeat for the Confederates was the result.

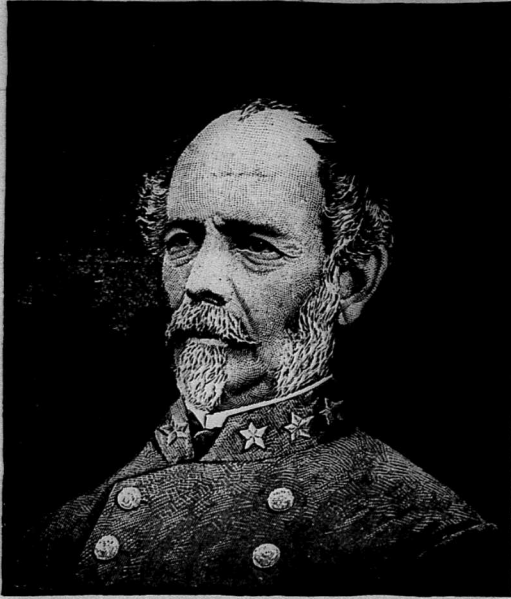
The day following, there was fighting at Chickamauga station and Graysville, on the Western & Atlantic railroad; and on November 27, ensued the desperate contest between Hooker's corps of Grant's army and Cleburne's division of the Confederate army at Ringgold Gap on the Western & Atlantic Railroad. The Federals here met a severe repulse.

The next day there was fighting at Tunnel Hill, to which point the Confederates had retired. The Union army then fell back to Chattanooga, and went into winter quarters.

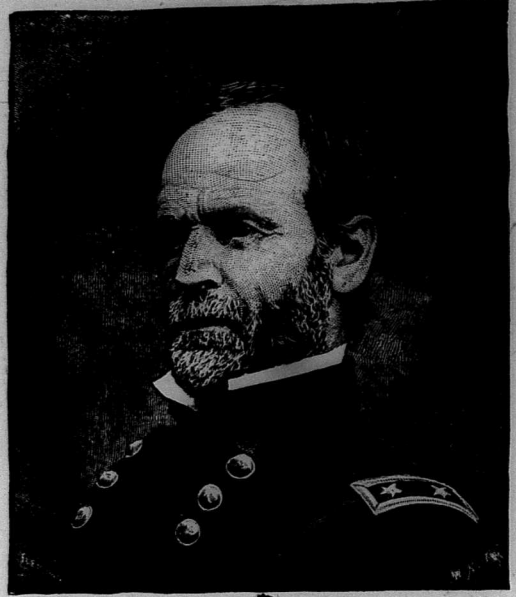
General Grant shortly afterwards went to Virginia to assume command of the army of the Potomac, leaving Thomas as temporary command of the army at Chattanooga.

During February, 1864, the Federals made a movement in heavy force towards Dalton.





GEN. JOSEPH E. JOHNSTON.



GEN. WM. T. SHERMAN.

with the intention of capturing that point; but, after severe fighting at Tunnel Hill, and at Mill Creek Gap and Dug Gap, which cross Rocky Face Ridge, retired again to Chattanooga.

In March, General Wm. T. Sherman was appointed commander of the consolidated Federal armies of the Cumberland, Tennessee and Ohio, at Chattanooga. General Jos. E. Johnston had previously been appointed to the command of the Confederate army at Dalton, succeeding General Hardee, who had temporarily commanded it after General Bragg was relieved.

Early in May, 1864, began the great Atlanta campaign, with fighting at Tunnel Hill, Mill Creek Gap, Dug Gap, and at other points along Rocky Face Ridge near Dalton.

"At the date of the opening of the great Atlanta campaign, Sherman had a total force of 98,797 men and 254

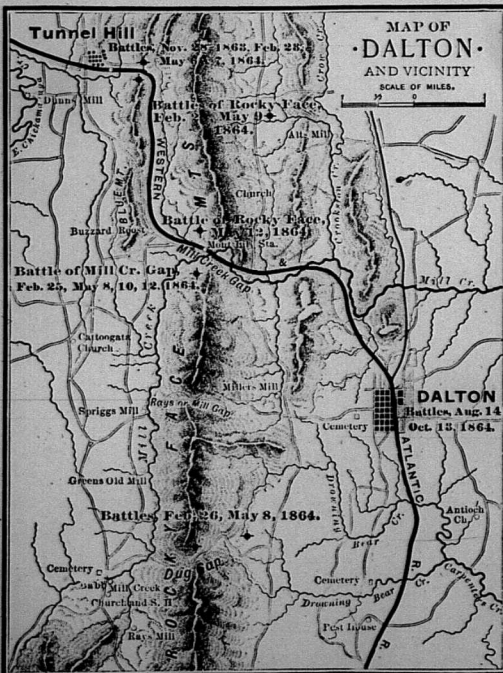
cannon, divided as follows: Army of the Cumberland, under Major-General Thomas, 60,773 men, and 130 field guns; Army of the Tennessee, under Major-General McPherson, 24,465 men and 96 guns; Army of the Ohio, under Major-General Schofield, 13,559 men and 28 guns. These were further subdivided into 88,788 infantry, 4,460 artillerymen, and 6,149 cavalry.

Johnston had 42,856 men and 120 cannon; the men being divided as follows: infantry 37,652, artillerymen 2,812, and cavalry 2,392. He says of his cannon, however, that only about one-half of them were effective for service, because of the bad condition of the horses, by reason of the scarcity of food during the winter. Within a few days, Sherman was re-enforced by about 14,000 cavalry, which swelled his total effective force to 112,819 men. All of these figures are official.

Added to these, were the re-enforcements, which the two armies received, during the campaign, which were as follows: By Sherman, Blair's corps, 9,000 men at Acworth, June 8th, besides 'new regiments and furloughed men' not enumerated; by Johnston,



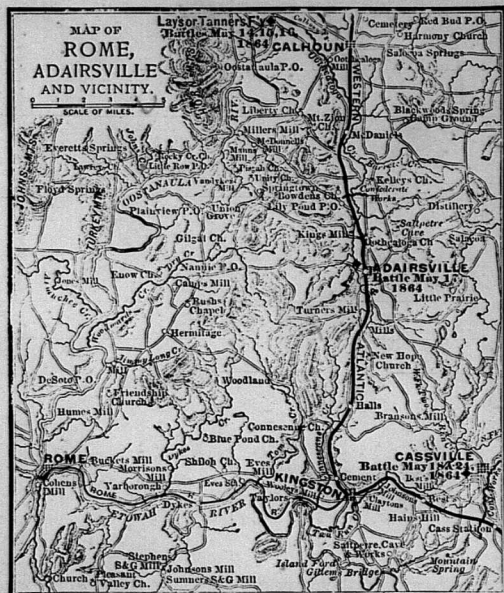
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Canty's division of 3,000 at Resaca, May 9th; Loring's of 5,000, at the same point, May 11th, and French's of 4,000, at Cassville, on May 18th—these three comprising Polk's corps—also Martin's division of cavalry, 3,500, May 9th; Jackson's division of cavalry, 3,900, at Adairsville, May 17th, and Quarles' brigade of 2,200, at New Hope Church, May 26th.

While fighting around Kennesaw Mountain, General Johnston also received re-enforcements of over 3,000 Georgia militia, which Governor Joseph E. Brown, the 'war Governor' of Georgia, placed at his disposal.

The highest number of men which Johnston had at any time was 59,248 at Kennesaw Mountain."—*Mountain Campaigns in Georgia, or War Scenes on the W. & A.*

Unable to dislodge Johnston by direct assault, Sherman sent McPherson through Snake Creek Gap, opposite Resaca, to capture that point and break Johnston's communications with Atlanta. McPherson with 23,000 men was repulsed by two small brigades of Confederates, and fell back. Sherman then moved his whole army through Snake Creek Gap, forcing the evacuation of Dalton by Johnston, who retired to Resaca.

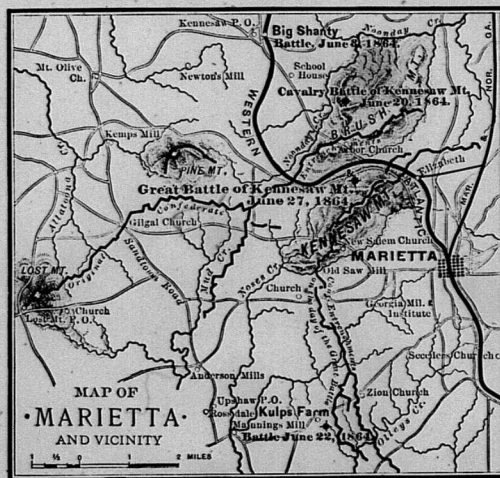
Then ensued the three days' battles at Resaca, which ended by Sherman's sending a column southward and securing possession of Lay's (or Tanner's) Ferry, which movement exposed Calhoun, a station on the railroad south of Resaca, to Federal occupation, and forced the evacuation of Resaca by Johnston.

The Confederates retreated to Cassville, having, however, a sharp little combat with the pursuing Federals at Adairsville.

Hood's failure to obey Johnston's orders defeated the latter's plan for striking with his whole army one half of Sherman's east of Kingston, the Federals in pressing the pursuit being divided and coming down two roads several miles apart.

After spirited and heavy cannonading and noisy musketry firing between the advanced lines of the two armies at Cassville, the Confederates abandoned

their intention of having a general engagement at this position, and fell back south of the Etowah river, information being received that Sherman's forces were moving southwestward via Euahlee and Stilesboro.



Then began the New Hope Church series of battles. There was desperate fighting in this vicinity for several days in May, which ended in the Federals flanking the Confederates out of Allatoona, and securing possession of that "natural fortress," as General Sherman terms it, and which also enabled them to restore railroad communications with Chattanooga over the Western & Atlantic Railroad.

Johnston then retired to a new position, his left wing resting on Lost Mountain, his center on Pine Mountain and his right on the ridges just northward of Kennesaw Mountain. For about a month there was daily fighting in this vicinity. The Confederates planted batteries upon Kennesaw Mountain, seven hundred feet above the surrounding hills.

While Sherman's superiority of numbers enabled him, by the extension of his lines, to force a gradual and constant retrogression of Johnston's, yet he could do nothing which secured the

dislodgment by force of the Confederates from their lofty perch on the twin crests of Kennesaw Mountain, the citadel of North Georgia.

On the 27th of June, 1864, ensued the great battle of Kennesaw Mountain, which resulted in a general Federal repulse.

Sherman then made a movement in heavy force to the southwest, down the Sandtown road, which, by threatening the Western & Atlantic Railroad below Marietta, forced Johnston, on the 3d of July, to evacuate Kennesaw Mountain and Marietta, and retire to a new position north of the Chattahoochee river.

During this change of position, ensued the battle of Smyrna, July 4. After sharp fighting before Johnston's entrenchments, Sherman extended his lines a number of miles northward and southward, securing possession of one or two fords across the Chattahoochee river. The Confederates then fell back to the entrenchments around Atlanta.

The Confederate government, just at this juncture, took the fatal step of removing Johnston from command, and appointing Hood in his stead. Hood changed Johnston's Fabian tactics,

which resulted in a Confederate reverse.

Next followed the battles of the 22d and 28th of July around Atlanta, and afterwards the fighting along the line of the Central Railroad at Jonesboro and Lovejoy's, and the subsequent evacuation of Atlanta.

During the fall of that year ensued Hood's eccentric campaign in Sherman's rear over nearly the same ground through Georgia into Tennessee. During these movements occurred the battle of Allatoona and others.

It is proper to state that between Chattanooga and Atlanta there is not a mile-post on the Western & Atlantic Railroad which was not within sound of musketry firing during the campaign, and there is not a cross-tie whereupon one standing could not have heard the sound of artillery firing.

It may be here remarked that the Western & Atlantic Railroad was the means of securing the fall of Atlanta, and, therefore, to a great degree, the overthrow of the Southern Confederacy. It was Sherman's only channel for supplies for his immense army, and, during the campaign, he hugged it with a tenacity which showed that he considered it indispensable to success. His flank movement through Snake Creek Gap was to gain possession of it at Resaca, in the rear of Johnston at Dalton; his move against Calhoun, south of Resaca, via Lay's Ferry, had the same end in view. Such, likewise, was his object, in the skillfully-planned and masterly march and struggles about New Hope Church, and such was his immediate aim in the movement southwest of Marietta, after the failure of his grand and heroic assault upon Kennesaw Mountain.

One hundred and forty-five car loads per day of supplies were needed for the subsistence of his army during the campaign, and over this railroad they were transported from Chattanooga.

To insure its preservation, as he progressed farther and farther southward, he placed garrisons to protect each bridge.

Johnston, too, was fully alive to the supreme importance of this line to both armies, and, while his constant endeavor was to protect it behind him, it was also, his most ardent desire to find





some means for breaking it in Sherman's rear; and thus forcing upon the latter the alternative of retreat or starvation. To this end, he and the Governor of Georgia made the strongest appeals to the Richmond government for Forrest's cavalry to be brought from Mississippi and kept actively at the work of destruction upon the railroad bridges, etc.; using the argument that it was better to take the risk of Federal raids in northern Mississippi than to lose the opportunity of forcing into disastrous retreat the invading army which was driving its advance like a wedge of steel into the very heart of the Confederacy.

These entreaties, however, were without success, and the Western & Atlantic Railroad, despite Sherman's constant apprehensions of the realization of Johnston's wish, remained the chief means by which the invasion was sustained, and crowned with the fall of Atlanta.

As a prominent Federal authority said, after the war, to a Western & Atlantic official, "The Union element cannot be too thankful for the fact that your road was in existence."

"Then," was the remark, "the W. & A. road should be the pride of every true American, if by reason of its existence the Union was saved."

Tit for Tat.

That is a good story which is told of General Forrest, the Confederate cavalry commander, who gave General Bragg some sensible advice after the great battle of Chickamauga.

The Federal army having been disastrously defeated and driven back into Chattanooga, Forrest went to General Bragg, and, with a stick, drawing marks in the sand to illustrate his ideas, remarked:

"Now, General, the thing to do is to throw forward strong skirmish lines, occupy Missionary Ridge and Look-out Mountain, place a battery or two on each, and let them drop some shells into Chattanooga, keep up a strong demonstration all along the front around Chattanooga, and then take nearly the whole of the army and go across the gap to Bridgeport, and you will then be between the Yankee army and Nashville, its base of supplies, and if they try to get anything across the country we can break that up with our cavalry, and in this way we will soon starve them out and capture their whole army."

General Bragg, in his exact and polite tone, exclaimed: "But General Forrest, that would be contrary to all

the rules of war. If we were to make that movement we would have the enemy in our rear."

"Yes," said Forrest, with very decided earnestness, "that's so; but would it be in their rear?"

General Rosecrans, register of the treasury, certifies the cost of our four great wars as follows:

With Great Britain, 1773-6	\$6,000,000
With Great Britain, 1812-15,	115,000,000
With Mexico, 1845-8	135,000,000
Between ourselves,	6,189,920,905

Total\$6,441,920,905

War is a luxury that comes high, and when we had to share it with other people, some economy was practiced. But when we had it all to ourselves it was conducted regardless of expense.—*Ex.*

Oh, no, you are mistaken. It does not prove that we practiced any less economy when we had the fight all to ourselves than when we had it with other nations; but it proves that we fought a crowd that it was harder to whip.

From Dalton, it is an easy trip to several mineral springs; the most noted being Gordon Springs, Cherokee Springs, Catoosa Springs, Cohutta Springs and the Mineral Springs at the foot of the Rocky Face Mountain.

Beaufort and Surroundings.

Probably one of the quaintest cities in the southeast is Beaufort, S. C., which is reached from Augusta, Ga., via the Port Royal & Augusta Railway.

Passengers leaving Cincinnati on the sleeping cars which run between Boyce and Atlanta, over the Western & Atlantic Railroad, make close connection in the union depot at Atlanta for Augusta, where connection is made in the union depot for Port Royal and Beaufort.

The journey can be pleasantly broken by stopping over a day in Augusta and seeing this beautiful city, and riding out upon the famous "sand-hills" which are unrivaled as being a sanitarium.

At Beaufort they are pleasantly accommodated at the Sea Island Hotel, and the old residences are the best types remaining of the former civilization of the South.

Excursions can be taken from Beaufort, on small vessels, to Bay Point, famous as being the location of Confederate batteries in the operations around Port Royal during the war, and where there is one of the prettiest beaches in the entire South. The surf bathing here is superb.