

## Broadway Landing: The Life and Times of a Civil War Supply Depot

by Nick Bolash\*

In 1864, the Civil War was raging across the United States. At the epicenter of the seemingly-stalemated conflict was the vital Confederate stronghold of Petersburg, Virginia. As the Union and Confederate forces settled in for a siege (the Confederates in the city and the Union troops around the city to the south and east), the Union set up numerous supply depots for offloading siege ammunition. The best known supply depot was located at City Point. However, one other small town in the area served to bring the heavy artillery, ammunition, and other supplies from the James and Appomattox rivers for use in the field. This town was known as Broadway Landing. Located eight miles northeast of Petersburg in the present-day city of Hopewell (figure 1), the formerly bustling town has vanished into the record books. This study, sponsored by the William and Mary Center for Archaeological Research, will attempt to reconstruct a picture of how the town may have appeared during the Civil War. This view into the life and times of this town during the Civil War will start with a brief synopsis of the town's history, and continue chronologically through the different periods of the war (with emphasis on the siege of Petersburg). Besides outlining a simply historical perspective, the function of this narrative is also to help convey a sense of the buildings and artifacts that could be discovered through archaeological excavation. By using written, photographic, and artistic sources, a full picture of the town that was Broadway Landing will begin to emerge. The town may no longer exist, but the goal of this narrative is simply to provide a complete rendering of forgotten things that have long needed to be dusted off.

The history of Broadway begins soon after the establishment of the Virginia colony. A number of settlers who lived farther east explored down the James River, and in 1619 established Bermuda Hundred<sup>1</sup>. It is likely that these settlers were the first Europeans to set

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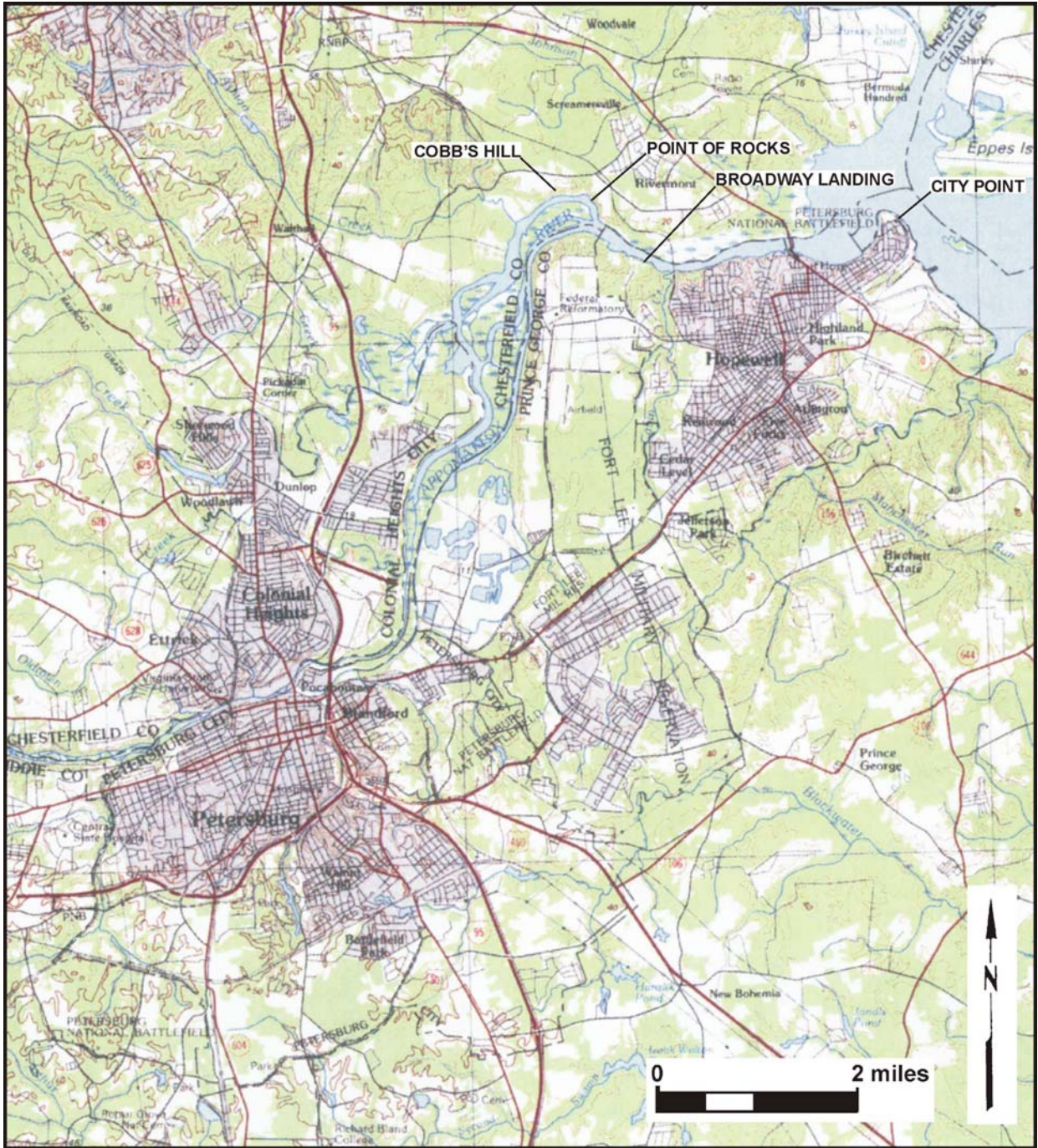


Figure 1: A modern map of the Petersburg theater. Broadway Landing is located on the western edge of the city of Hopewell.

foot on the land that would become the town of Broadway Landing. Later in the seventeenth century, a man named Thomas Broadway moved to the area, and named his land along the Appomattox River after himself<sup>2</sup>. It is quite possible that the town he established consisted of no more than simply his home, and some surrounding homes for his relatives and slaves, but the town soon began to grow. The eighteenth century was the peak of Broadway's existence. It became the largest town in Prince George County, and because of its size, the Virginia Assembly granted the town the right to have a ferry cross the Appomattox River at that point<sup>3</sup>. This began a long tradition of Broadway as a major transportation center for the area south of the capital of Richmond. When the Revolutionary War came, the British used Broadway as a base for their preliminary attacks on Richmond during the 1781 campaign<sup>4</sup>. After the victory of the American colonies, the Appomattox River rose in importance because of the emergence of the nearby town of Petersburg as the most important regional center of commerce. The channel of the Appomattox River was made deeper up to Broadway in 1788 by an act of the Virginia legislature<sup>5</sup>. Until the river was dredged further, Broadway Landing became the official port of Petersburg. In 1780, William Gilliam, a Broadway resident is mentioned in an act of the Virginia Legislature house<sup>6</sup>. The Gilliams were a family that would continue to live in Broadway even after the Civil War, but this source in 1780 is the first time a resident of Broadway is mentioned by name in a written source. Also around the turn of the nineteenth century, a church was reported by a traveler passing through Broadway. This church solidified Broadway Landing as a major center of Prince George County. The town of Broadway continued as an important center of commerce with the construction of the Munt Brick Plant. However, with the end of the plant around 1830, and the subsequent movement of much of Petersburg's trade to City Point, the town began to fall into decline. Before the 1860 Census, the only other mention of the town is on an 1855 map of the Appomattox River, which shows a few buildings up on the bluff above the river (figure 2). By 1860, it was less a town than a tiny cluster of homes. The 1860 U.S. Census reported Prince George County as having 8,411 people, 4,997 of them slaves, with 2,900 whites and 515 free blacks<sup>7</sup>. None of these people

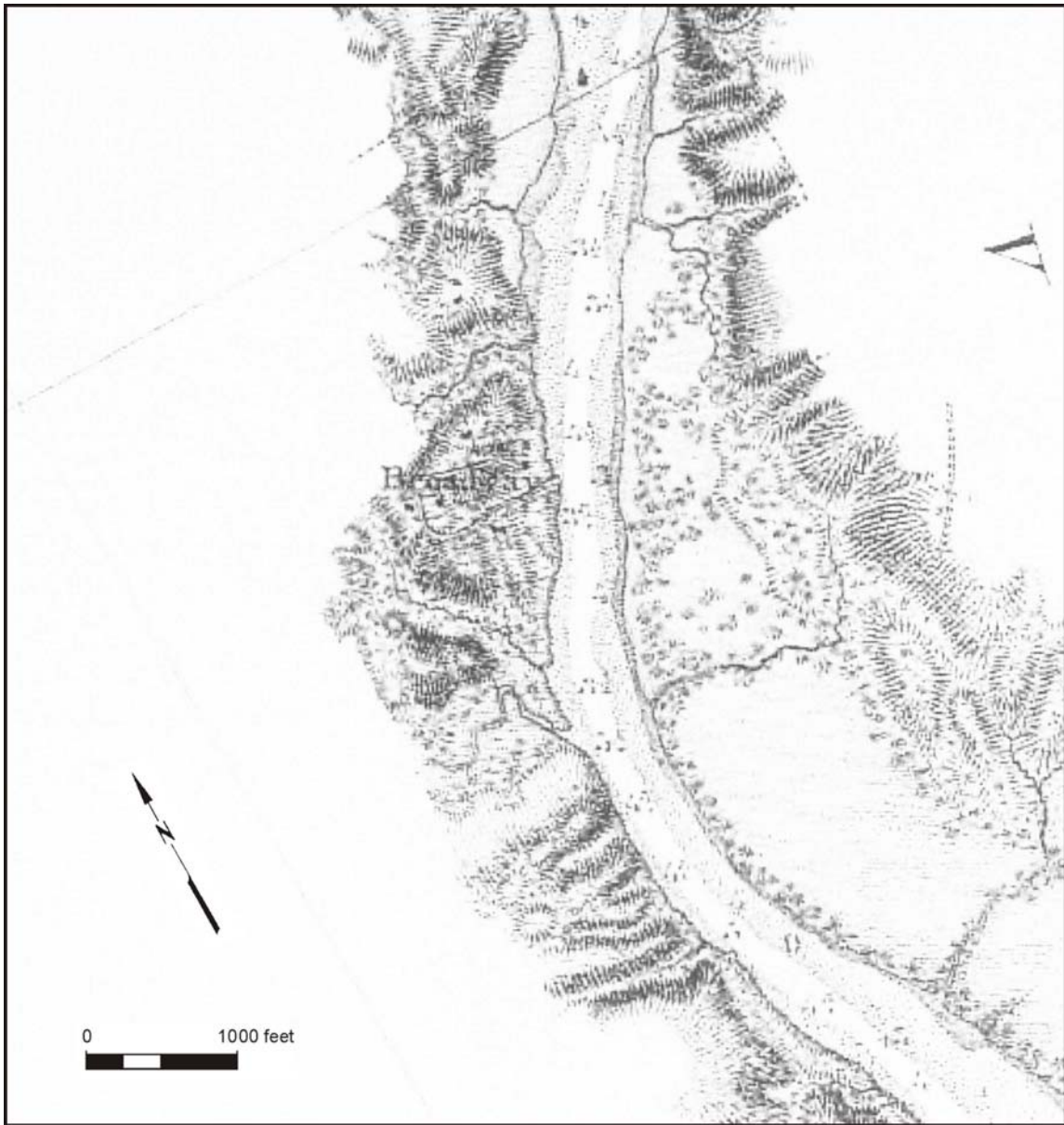


Figure 2: An 1855 chart of the Appomattox River which clearly shows Broadway.

could have understood that in four short years, their county, along with Broadway Landing would become home to a center of heated conflict.

After the 1860 election of Abraham Lincoln and the secession of eleven southern states, life seemed to move on as normally as possible in Broadway Landing. To the citizens of the now-small village, the shots fired at Bull Run, Antietam, and Gettysburg may well have been a thousand miles away. Sure, citizens of Broadway Landing were nervous, but there seemed to be no threat to Broadway Landing, because it looked like most of the fighting would occur between Richmond and Washington, DC. McClellan's Peninsular Campaign changed all notions of that. After leaving the peninsula, Union troops had passed within fifteen miles of the town. There was no doubt that the townsfolk could hear some of the gunfire echoing across the James River. At this time, Broadway was listed as the only town in Prince George County, containing five inhabited buildings owned by Reuben Gilliam (a free black), Edward Finney, James Richards, William Richards, and Granderton Keys<sup>8</sup>. The actual town was not small in size, although there was a great deal of open land around it. According to the 1862 land tax records, \$325 worth of buildings was paid for through the land tax. Another house that is shown in the vicinity of the town on a number of maps (slightly to the northwest) is the Buren homestead<sup>9</sup>. The name Buren appears on the land tax record under Richard, and it is recorded that he had children. Within two years of the land tax records in 1862, the everyday life of every citizen of Broadway Landing would change as the Union troops would enter the town, and make it into a place which would help sound the death knell of the Confederacy.

After three full years of devastating conflict, the Union army was frustrated in their repeated attempts to take the Southern capital of Richmond. They had over twice the troops that Robert E. Lee had, but their major problem lay at the core of their leadership. After years of incompetent generals, the Union army was desperate for someone who could defeat the clever Southern general. Because of his many victories in the West, the president appointed Ulysses S. Grant commander of the Army of the Potomac. Beginning in May 1864, Grant

assumed the strategy of taking Richmond at all costs. His two-part strategy included winning battles to the north and east of Richmond while also sending a group of infantry under General Benjamin Butler to a peninsula between the James and Appomattox rivers known as Bermuda Hundred<sup>10</sup>. Grant's northern strategy did not turn out well, as his army suffered three consecutive major defeats at Spotsylvania, North Anna, and Cold Harbor. Grant decided to follow Butler across the James River and ultimately capture the one major stronghold and transportation hub that kept the Confederacy alive: Petersburg. While Grant fought at North Anna, Butler was surrounded on the peninsula by the Confederates<sup>11</sup>. His subsequent "breakout" was costly but effective, and his group of escaping soldiers was possibly the first to pass through Broadway Landing around the middle of May, as they returned to Grant. Although the Bermuda Hundred Campaign yielded few positive results, it was the first time that fighting in the war had literally been pushed to Broadway Landing's doorstep.

The Union's trip across the James and Appomattox rivers first required some preliminary exploration of the area they would inhabit while attacking Petersburg. Butler's campaign in Bermuda Hundred had been costly, and had accomplished very little. Besides the first death at Broadway Landing of the war (William Carroll, who drowned), there was not much action at this point in Broadway proper<sup>12</sup>. All of that was about to change. First came the only Confederate source detailing an event at Broadway, coming from General P.G.T. Beauregard. Beauregard reported on May 30, 1864 that he had seen Union troops hastily withdrawing from the town<sup>13</sup>. These were probably the last elements of Butler's escaping Bermuda Hundred troops. However, only ten days later, Union soldiers led by General Gillmore crossed the river here, supposedly over a pontoon bridge<sup>14</sup>. However, other sources quote the bridge as being built a month later<sup>15</sup>. Gillmore was one of the earliest scouts of the approaching Union army. The final raids which took place at Broadway Landing were conducted by cavalry commander Wilson Kautz, who conducted three raids in the month of June in the Petersburg-Bermuda Hundred area. Kautz's June 22 raid attacked Confederate positions in Bermuda Hundred, and around Petersburg, and in between at Broadway Landing

(figure 3)<sup>16</sup>. These raids were an important step in completing the road to the siege that would soon come. Within a few days Broadway would become home to one of the most massive supply depots in history. By this point, it had become apparent that something major was about to happen in the area around Petersburg.

By the end of June 1864, it was assured that a major conflict would happen at the last remaining Confederate citadel protecting Richmond. The two sides, Union and Confederate, had felt each other out through raids, and Grant felt sure enough that a magnificent battle would take place that he established a number of supply depots along the James and Appomattox rivers. The most important and largest was the sprawling City Point complex at the confluence of the James and Appomattox rivers. Broadway Landing was chosen as a site for a supply depot because of the depth of the water there and the central position between City Point, Bermuda Hundred, and Petersburg. The depot for this part of what was becoming a siege was established on June 25, 1864 in the lower part of Broadway along the Appomattox River. One to two divisions (mostly Ohio national guardsmen and Connecticut Heavy Artillery) were to be permanently stationed at the depot, but many others moved through the depot at different points of the siege. The records mention the 138<sup>th</sup> Ohio, 18<sup>th</sup> Corps, and the 4<sup>th</sup> New York<sup>17</sup>. However, the most important regiment stationed at the depot was the First Connecticut Heavy Artillery, a division with a great deal of distinguished combat experience. On June 26, 1864, the Headquarters of this division was established at Broadway, and a commander was appointed<sup>18</sup>. This commander was Colonel Henry L. Abbot. He was an extremely capable commander who led Broadway throughout its entire tenure as a siege depot. Later in the campaign, Abbot, an engineer, would be promoted to the position of Chief of the Army Corps of Engineers<sup>19</sup>. He had a hand in many of the major army construction projects during the Petersburg Campaign. Under Abbot's watch, Broadway would soon become a sleek streamlined supply depot. Abbot also established a special field hospital at Broadway so that wounded soldiers in the area of the town would have somewhere to be

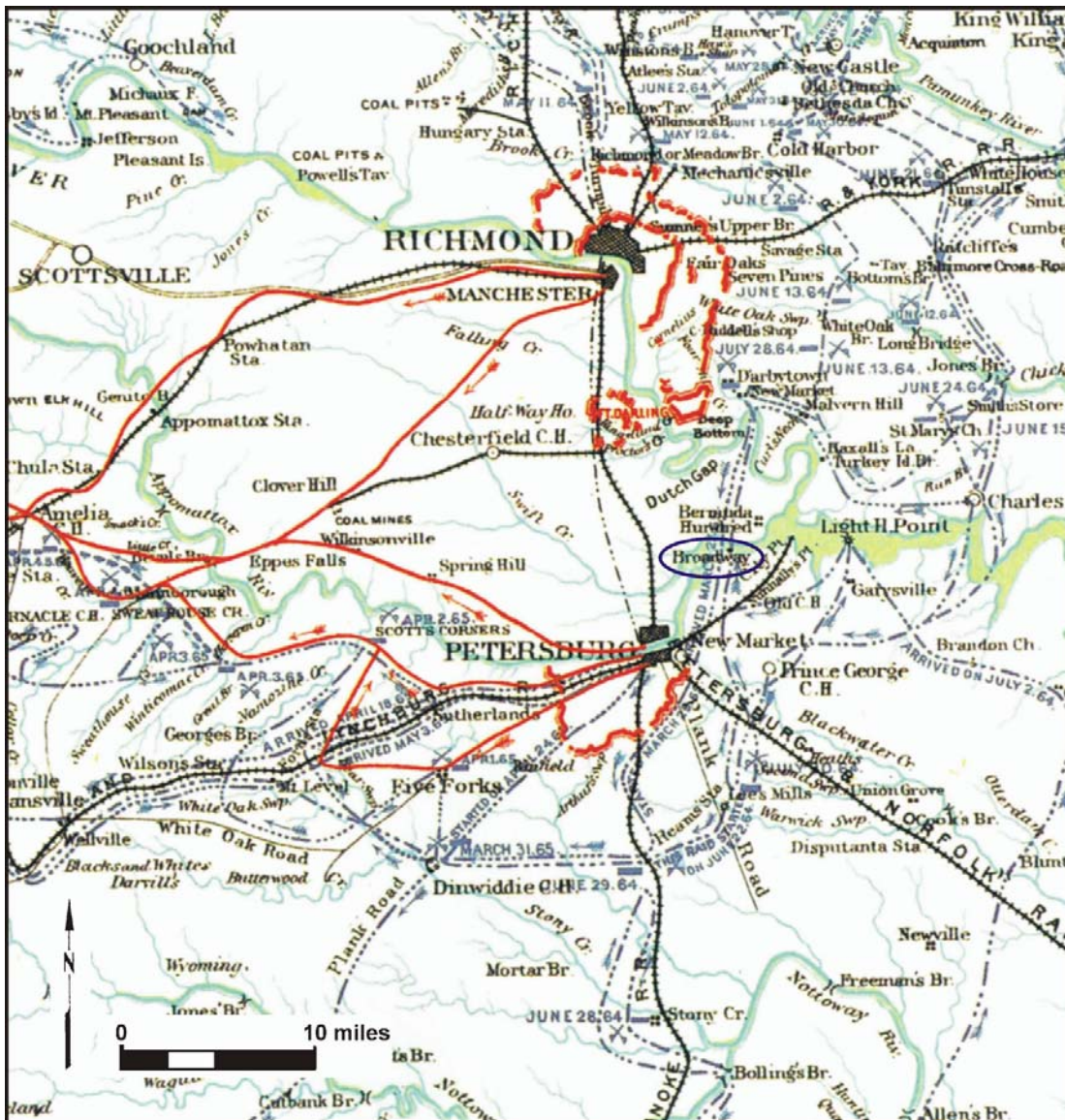


Figure 3: A map from the Official Civil War Atlas of the early raids in Southern Virginia. Throughout the early part of the Petersburg Campaign, these Union raids were frequent, and set the stage for the army attacks to come (Davis et al. 1983:Map plate 74).



treated (figure 4)<sup>20</sup>. When the depot was established, there was one wharf at Broadway Landing. Eventually, there would be three wharves at the depot<sup>21</sup>. There was a laboratory on one of the wharves used for combining the artillery shells and gunpowder<sup>22</sup>. This laboratory is shown in a number of Civil War era photographs of the Landing, including one by the most famous Civil War photographer, Matthew Brady (figure 5). These photographs show what Broadway became just a short time after its establishment. However, as Lee settled in for a siege, it became apparent that the conflict would not be over quickly. As the first casualties poured in, the men knew that the coming siege would be extremely trying for them.

Broadway's role as a supply center during the siege of Petersburg was surely its most important and best-known role. It served as the western edge of the water-borne siege depots because the Appomattox River's channel was especially deep there. Broadway was an incredibly bustling place. Brady's photograph shows a couple of buildings, along with guns, boats, wharves, and the pontoon bridge. This picture emphasizes the landing's importance at its peak during the siege of Petersburg. Guns and shells of every kind passed through Broadway Landing on their way to the front, from Coehorn mortars to the 30 pound Parrot guns<sup>23</sup>. The photo known as "The Ordnance at the Depot" displays exactly how extensive the amount of weaponry was (figures 6 and 7). In all, 1,200 tons of ammunition passed through Broadway in July 1864<sup>24</sup>. Although not as big a contributor of arms as City Point, the Landing did have one major accomplishment: many of the materials needed for the Battle of the Crater on July 30, 1864 passed through here<sup>25</sup>. Also, General Phillip Sheridan (better known for his raids in the Shenandoah) created a diversionary raid to distract the Confederates from the Crater preparations which massed in Broadway<sup>26</sup>. In all, Broadway served as an excellent supply depot because in a short time, goods could be transported from the landing to almost any point on the battlefield. From Bermuda Hundred to Five Forks, Union troops could seek solace in the fact that they had the dependability of a smooth-running supply depot behind them and the lines at Broadway Landing.

Although its major function was as a supply center, Broadway Landing served one



Figure 4: A group of Army Surgeons pause for a photo near Broadway Landing. These men were probably employed at Abbot's field hospital (Library of Congress, LC-B817-7046<P&P>).



Figure 5: Matthew Brady's photograph of Broadway Landing and the Appomattox River around the time of the Battle of the Crater. Note the guns on the beach, large barge tie-up, and multiple wharves. Both the Cobb's Hill Signal Tower and the Pontoon Bridge can be clearly seen in the left part of the photograph (National Archives, photo 10797).



Figure 6: Photo known as “Pack of Guns”. This photograph shows a large number of artillery pieces on the beach below the town (Library of Congress, LC-B811-0002B).

Figure 7: “The Ordnance at the Depot”. This photo, looking west, shows the scale of the artillery along the beach at Broadway Landing. Also shown are a number of houses, and the one in the center may be the foundation mentioned later. (American Memory cwp4a39400).



other important purpose: transportation center. When it was created, Broadway had 50 wagons that were sent with supplies all over the battlefield<sup>27</sup>. If someone needed to travel in the general area of Broadway, it was the place to go when someone needed a ride. The wagons were laid next to the wharves on the riverbank for both supply and transportation use. However, Broadway's most important transportation application came from its pontoon bridge across the Appomattox River. As Broadway was the sole Union crossing of the Appomattox, a great deal of Union Army traffic flowed through Broadway (figure 8). The exact date the bridge was built is subject to debate. One source says that the bridge was built before June 9, so that General Gillmore could cross the river. However, the Official Records of the Union and Confederate Armies states that the bridge was built on July 26, 1864. Another pontoon bridge at Point of Rocks was built on September 19, 1864. As proof of the proficiency of Union engineers (led by Abbot), this bridge was built with 23 boats in one hour and fifteen minutes<sup>28</sup>. However, the Point of Rocks bridge did not carry as much traffic as its sister bridge at Broadway because of the enemy snipers in the surrounding hills picking off a number of Union soldiers<sup>29</sup>. However, when the Spring Hill fort (also known as Ft. Converse) was completed, the upper bridge became better protected. The bridges were a key part of the Union arsenal, as they connected soldiers in Bermuda Hundred with those in the Petersburg salient. It was also good that there were two bridges, because each could only carry a limited amount of weight. Although Abbot had warned his superiors about repairing the bridge at Broadway, it broke apart on September 30, 1864 because an excessively heavy cannon was brought across<sup>30</sup>. After the bridge was fixed, Broadway ran smoothly as a transportation artery. Today, remains of the bridge pilings dot the spot on the Appomattox River shown in the modern picture on the right. (see figure 8) These pilings serve as a physical reminder of the importance of the town as a crossroads for transportation.

Broadway Landing, although best known as a supply and transportation center, served one other major purpose: a defensive center. Because Broadway was the center of major communication lines (it housed the telegraph depot which connected General Benjamin



Figure 8: A picture of the Broadway Landing pontoon bridge looking north and the same picture today. The pylings in the modern picture can be found in front of the tallest tree on the opposite bank. Notice the houses in both the foreground and background (American Memory cwpb 02062).



Butler's troops in Bermuda Hundred with City Point and City Point with the Western Battlefields), it had to be guarded with utmost care<sup>31</sup>. When the telegraph office broke down, as it did on March 31, 1865, it could turn out to be disastrous<sup>32</sup>. Also, attacking the supply lines of the massive Union army might stall them and give the Confederates a chance to mount a counterattack. Although no battles took place at Broadway Landing, skirmishes were all around. At Port Walthall, Baylor's Farm, and a number of homes in the area, shots were exchanged, and men killed<sup>33</sup>. By the end of July 1864, 32 men had been killed and 107 wounded in the areas surrounding Broadway<sup>34</sup>. Grant knew that Broadway was integral to his war effort, so he ordered it fortified. After 3,000 man-days of work, the fortifications around the town were completed<sup>35</sup>. Michler's 1864 map (figure 9) shows the extensive works around the town. Grant was serious about protecting his interests. Much was put into defending the pontoon bridge. The Spring Hill fort was built expressly to stop snipers from attacking the bridge. At one point, Grant was so afraid of an attack on Broadway that he moved most of the supplies there back to City Point<sup>36</sup>. However, even with all this nearby carnage, Broadway still had another type of challenge to face-protecting the Appomattox River. Grant had already laid mines in places in the river, but it was not enough to stop crafty Confederate ironclad commanders. These attacks became increasingly frequent along the James and Appomattox as the Confederates position became more dire. The final act of desperation came on January 30, 1865. A letter written by a Union soldier (in extremely graphic language) details the attack of a Confederate ironclad down the Appomattox River<sup>37</sup>. The ironclad advanced as far as Broadway, where it was forced to turn tail in a hail of gunfire from Union gunboats. This was the last major Confederate attempt to infiltrate Petersburg by moving through Broadway Landing. Because Broadway served its purpose as a defensive site so well, the siege of Petersburg came out favorably for the Union in almost all operations which occurred around the town.

Although Broadway Landing was doing its job admirably, its time was about to come to an end. The siege depots of the Union army had exploited the enormous advantages the

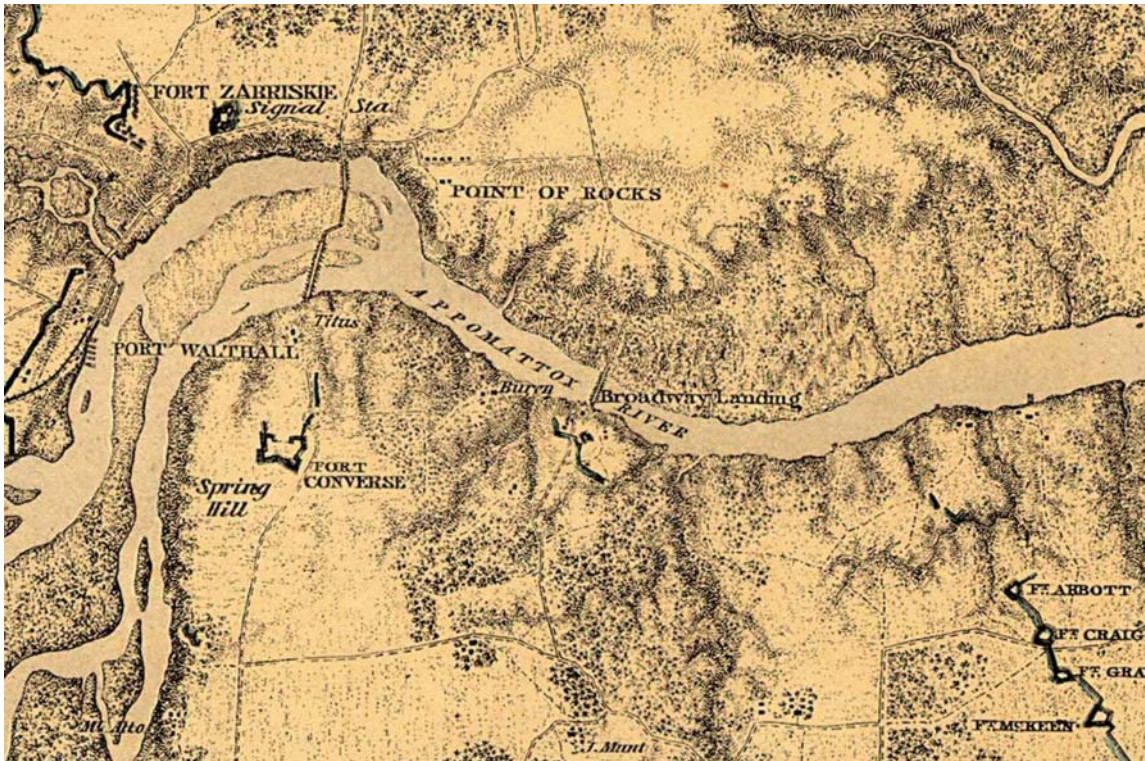
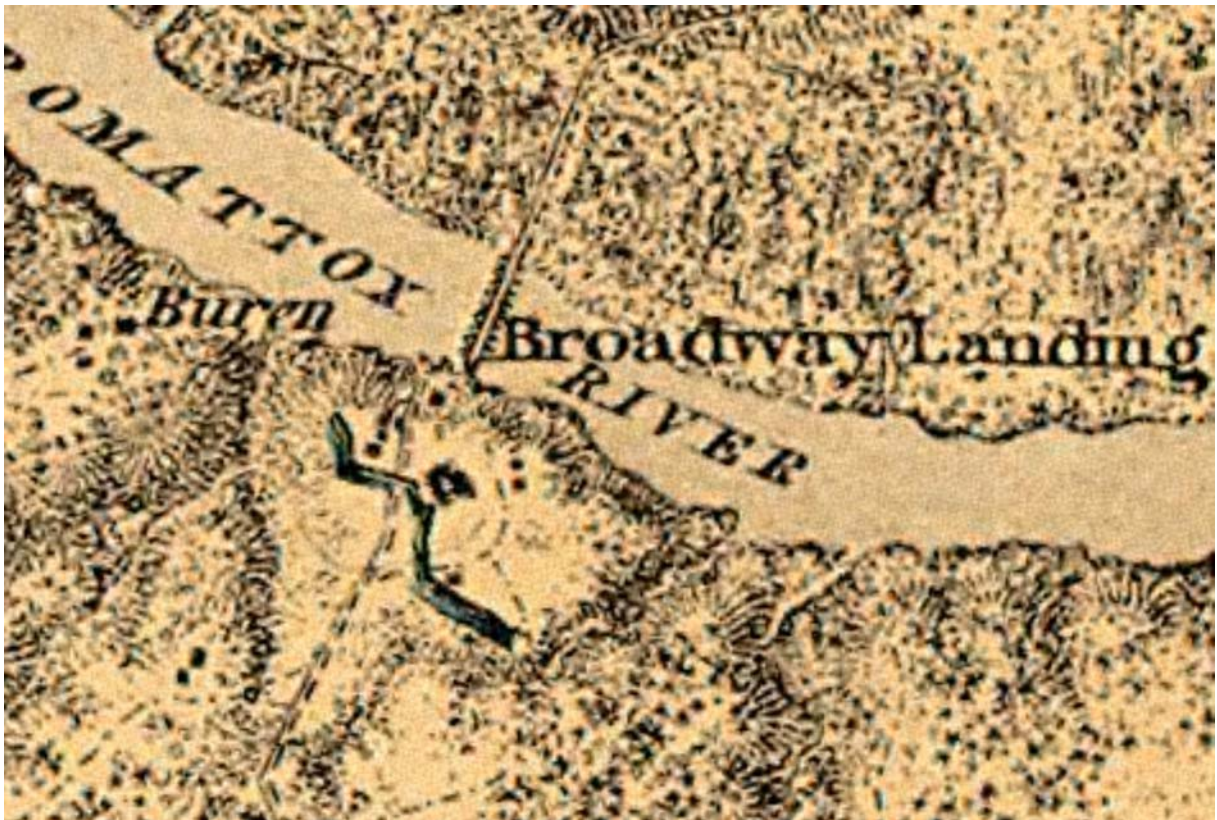


Figure 9: This 1864 map by Union cartographer Nathaniel Michler clearly shows the town with about half a dozen buildings, a church, earthworks, and the pontoon bridge. The earthworks were one of Abbot's greatest achievements, and they successfully protected the town and the depot from Confederate attack (Library of Congress).



Union had in supplies, and after ten months, the Confederates were wearing down. Abbot returned from his two-month hiatus in North Carolina in March 1865 to a situation vastly different from the one he had left. No more were the Confederates attacking the landing or even the Appomattox River. It seemed like they had given up. Soon the Union army had surrounded Petersburg, and finally, after ten months of hard fighting, Union soldiers broke through and took the town. On the same date that Richmond was captured by the Union troops-April 2, 1865, the siege depot at Broadway Landing ended its operation<sup>38</sup>. Because the siege was over, the Landing was no longer needed. The troops cleared out of Broadway, the last troops leaving on May 1, 1865 for Drewry's Bluff<sup>39</sup>. As a last act as commander of the Landing, Abbot asked Grant to keep the pontoon bridge at the Landing for the town folk to use. Grant must have refused, because an 1867 map of the area shows the town and surrounding areas with no pontoon bridges (figure 10)<sup>40</sup>. With the end of the war came the end of an era. Never again would a siege depot be used in the United States next to a battlefield. Although they would make a reappearance in the Spanish-American and World Wars, siege depots, like the one at Broadway Landing, never came back into as widespread use as in the Civil War. With the war over, the town prepared to welcome back its long-gone citizens.

After the end of the war, the town of Broadway welcomed its citizens back to a place changed from its use as a supply depot. Although the owners of the six buildings returned, there were fewer owners of properties who paid the land tax in 1866. The pontoon bridge was gone, and after the war, the church which had made Broadway such a major center in Prince George County was never mentioned again by any source. The town persevered as an entity past the end of the 19<sup>th</sup> century, and on into the 20<sup>th</sup> century<sup>41</sup>. By the end of 1935, the entire town ceased to exist. Today, the town lies beneath what is now Hopewell's Atwater Road, and the lower section is on the Atwater property in the far west of the city of Hopewell. This lost town may yield a treasure trove of information about the Civil War, but it will be most will be





Figure 10: A later map of the area shows the town without the bridge, church, or earthworks. Some think that Abbot used the church for his own purposes, and after the war it was no longer a church. Others think it was destroyed. The answer is not yet known for sure. (“Thirty Five Miles Around Richmond”, Library of Congress Geography and Map Division G3884.R51867.H6CW631).

most interesting to find out exactly what life was like in this now-lost town buried beneath the ground.

In the hope of aiding an archaeological dig, steps must be taken to alert archaeologists to the relative positions of places at today's site in the modern town of Hopewell. By combining old maps and pictures of Broadway with the 1862 land tax records and on-site visits, a fuller picture of what exists today in the lost town emerges. The Michler map made in 1864 and published in 1867 shows about half a dozen buildings plus a church just to the south at a crossroads (see figure 9). The land tax records show six buildings. If the location of Abbot's defensive earthworks is determined using maps, it could serve as a valuable point of reference to locate other buildings. Although a modern development has been built on the location of Broadway, a part of the earthworks must still exist. Most of the buildings in Broadway lie up on the bluff above the Appomattox River, as shown in the drawing from the Cobb's Hill Signal Tower (figure 11). The church lies probably near 637 Atwater Road, the likely area of a crossroads in Civil War times. The field below the present Atwater homes was where the supplies were massed on the shore (figure 12)<sup>42</sup>. Around the point which reaches farthest into the river was the large barge tie-up shown in the Matthew Brady photograph (see figure 4). Also, periwinkle was spotted about 100 yards west of the field, along with a gravestone<sup>43</sup>. Very near to this was an ancient building foundation, which could be the building shown in the "Ordnance" photo (see figure 7). There was a building about 5 yards to the west of the pontoon bridge in the picture of the bridge. Near to this house, the road out of Broadway went up the ravine to the west side of the Atwater homes. In the Anchor Point Marina parking lot along the river was the location of the Munt Brickyard. Hopefully, when the dig is complete, the town can be more completely understood.

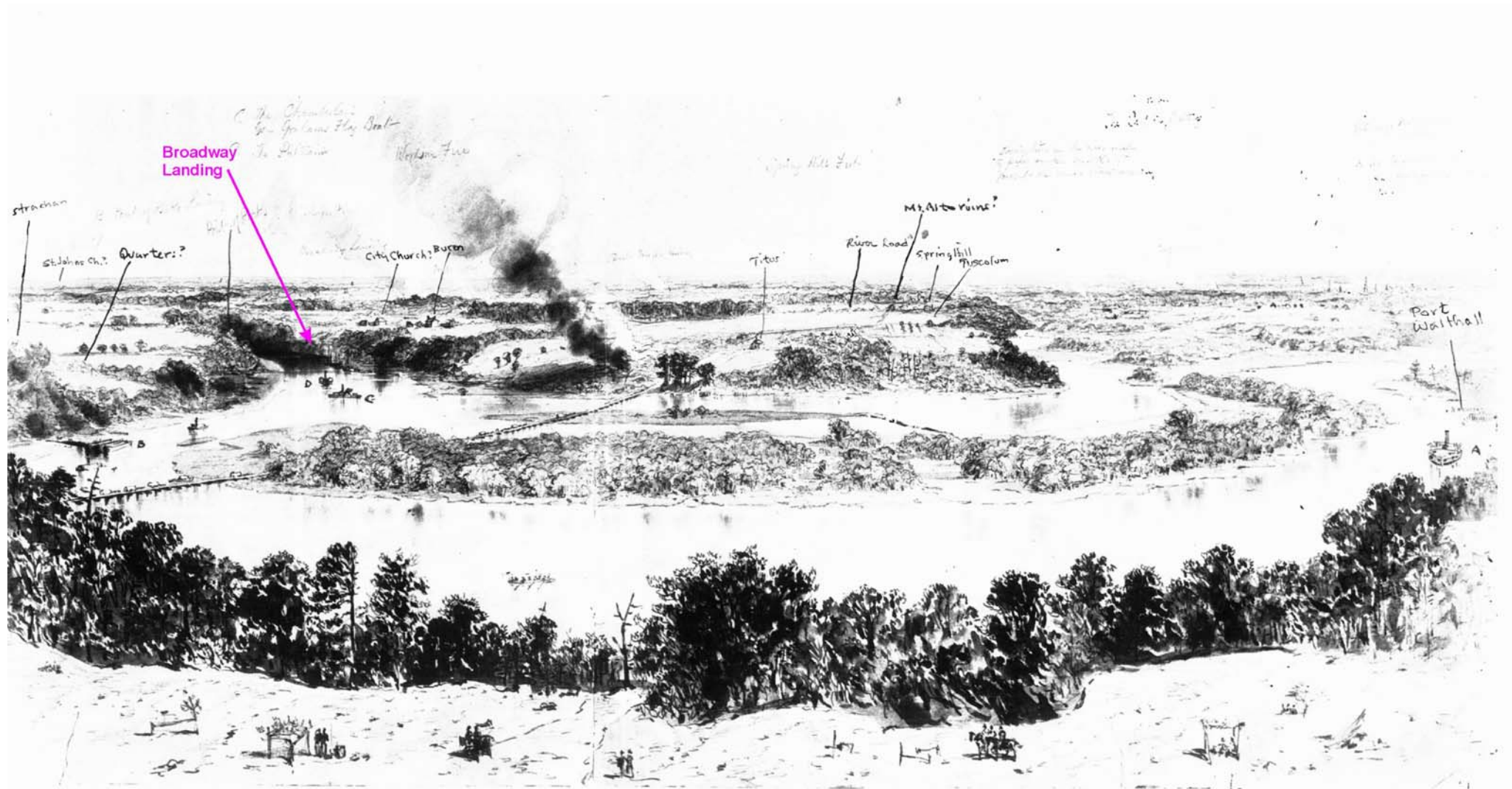


Figure 11: This was a rough drawing of the surrounding area to the south and east from the 180 foot-tall Cobb's Hill Signal Tower. The Point of Rocks bridge is visible below, as are the town of Broadway and the Broadway pontoon bridge. Facing the artist is the Spring Hill Fort (Ft. Converse), which was used to protect the Point of Rocks Bridge. Also note that the area around the landing at Broadway is completely black, obscuring the activities of the troops stationed there. (Library of Congress, DRWG/US-Waud (W.), no.43 (B size) P&P, LC-USZ62-13984).



Figure 12: An aerial photograph of the Broadway Landing site today, with the possible locations of buildings and other structures labeled.

## End Notes

- <sup>1</sup> Haile, Edward W (1998). Jamestown Narratives. Champlain, VA: Roundhouse. 62
- <sup>2</sup> Lutz, Francis E. (1957). The Prince George-Hopewell Story. Richmond, VA: William Byrd Press. 32
- <sup>3</sup> Hening, William Waller (1822). Hening's Statutes at Large. Richmond, VA: Virginia State Press. Volume 12 Pg. 405
- <sup>4</sup> Palmer, William P. (1875). Calendar of Virginia State Papers. Richmond, VA: Virginia State Press. Volume 1 Pg. 418.
- <sup>5</sup> Hening's Statutes at Large Volume 12 Pg. 792.
- <sup>6</sup> Hening's Statutes at Large Volume 10 Pg. 365
- <sup>7</sup> U.S. Census Bureau (1860). 1860 Census. Washington D.C.:U.S. Gov. Printing Office
- <sup>8</sup> 1862 Land Tax Records for Prince George County, VA. Microfilm, Library of Virginia, Richmond.
- <sup>9</sup> See Nathaniel Michler's map (figure 8)
- <sup>10</sup> Brooks, Richard (2000). Atlas of World Military History London, England: Harper Collins. 137.
- <sup>11</sup> Atlas of World Military History 137.
- <sup>12</sup> Bates, Samuel P. (1869-71). History of Pennsylvania volunteers, 1861-5; prepared in compliance with acts of the legislature. Harrisburg, PA: B. Singerly. 262.
- <sup>13</sup> The Official Records of the Union and Confederate Armies (1895) U.S. Gov. Printing Office: Washington D.C. Series 1 Volume 57 Part II Pg. 972.
- <sup>14</sup> Frassanito, William A. (1983). Grant and Lee: The Virginia Campaigns 1864-1865. New York: Scribner 300-302
- <sup>15</sup> The Official Records Series 1 Volume 40 Part I Pg. 211
- <sup>16</sup> Official Military Atlas of the Civil War. (1983) Avenel, NJ:Arno Press and Crown Publishers. Map Plate 74.
- <sup>17</sup> Mentioned frequently throughout The Official Records.
- <sup>18</sup> Abbot, Henry L. (1867). Siege artillery in the campaigns against Richmond, with notes on the 15-inch gun, including an algebraic analysis of the trajectory of a shot in its ricochets upon smooth water. Washington D.C.: Government Printing Office 159.
- <sup>19</sup> History of the First Connecticut Heavy Artillery (1893). Hartford, CT: Case, Lockwood, and Brainard. 57.
- <sup>20</sup> History of the First Connecticut Heavy Artillery (Back Insert) 3
- <sup>21</sup> Official Records Series 1 Volume 40 Part III Pg 170.
- <sup>22</sup> Official Records Series 1 Volume 40 Part III Pg 170.
- <sup>23</sup> Official Records Series 1 Volume 40 Part III Pg 170.
- <sup>24</sup> Henry Abbot's Siege Artillery... 14
- <sup>25</sup> History of the First Connecticut Artillery 70
- <sup>26</sup> Grant and Lee: The Virginia Campaigns 1864-1865 300-302
- <sup>27</sup> Official Records Series 1 Volume 40 Part III Pg 170.
- <sup>28</sup> Official Records Series 1 Volume 42 Part I Pg 660.
- <sup>29</sup> Official Records Series 1 Volume 42 Part II Pg 1087.
- <sup>30</sup> History of the First Connecticut Artillery 93
- <sup>31</sup> History of the First Connecticut Artillery 64
- <sup>32</sup> Official Records Series 1 Volume 46 Part III Pg. 387
- <sup>33</sup> Mentioned throughout the Official Records. All of these battles were almost certainly small skirmishes which were later integrated into the large single Battle of Petersburg.

<sup>34</sup> History of the First Connecticut Artillery 97.

<sup>35</sup> Henry Abbot's Siege Artillery... 132.

<sup>36</sup> History of the First Connecticut Artillery 95.

<sup>37</sup> From a letter online at [www.bluegrayrelics.net/Document](http://www.bluegrayrelics.net/Document). Posted 2003

<sup>38</sup> Henry Abbot's Siege Artillery... 159.

<sup>39</sup> Henry Abbot's Siege Artillery... 180.

<sup>40</sup> Official Records Series 1 Volume 46 Part III Pg. 798. Grant never speaks on the subject, however, later General Meade takes the opposite side of the argument, wanting the bridge to be removed.

<sup>41</sup> People are mentioned as living in Broadway, but no one can seem to find any information on the town of this period. It simply disappears from the records. The site of the town is now located within the borders of the town of Hopewell, Virginia.

<sup>42</sup> Viewed from on-site visits, combined with detail from Civil War photographs and interviews with Steve Thomas.

<sup>43</sup> Gravestone was lying near foundation of "Ordnance at the Depot" House with the following inscription:

In memory of Sarah E (inscription missing)...wife of...(inscription missing)...months and 7 days. It is as yet unknown who this is, although the presence of periwinkle in the area suggests the possibility of a graveyard.