

Sent to Mary
McCorvie 6/30/98
OMB No. 1024-0018

NPS Form 10-900
(Rev. 10-90)

United States Department of the Interior
National Park Service

CLICK HERE for Multiple Property Listing,
"Caught in the Middle; the Civil War on the Lower
Ohio River"

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name Battery Rock

other names/site number Battery Rock Landing

2. Location

street & number West Bank, River Mile 860, Ohio River not for publication N/A
city or town Cave-in-Rock vicinity XX
state Illinois code IL county Hardin code 069 zip code 62919

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official _____ Date _____

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:

 entered in the National Register _____
 See continuation sheet.
 determined eligible for the _____
 National Register
 See continuation sheet.

_____ determined not eligible for the _____
National Register _____
_____ removed from the National Register _____
_____ other (explain): _____

Signature of Keeper Date
of Action

=====

5. Classification

=====

Ownership of Property (Check as many boxes as apply)

- _____ private
- _____ public-local
- _____ public-State
- X public-Federal

Category of Property (Check only one box)

- _____ building(s)
- _____ district
- X site
- _____ structure
- _____ object

Number of Resources within Property

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| <u> 0 </u> | <u> 0 </u> | buildings |
| <u> 1 </u> | <u> 0 </u> | sites |
| <u> 0 </u> | <u> 1 </u> | structures |
| <u> 0 </u> | <u> 0 </u> | objects |
| <u> 1 </u> | <u> 1 </u> | Total |

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

Caught In The Middle; The Civil War on the Lower Ohio River

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6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: Landscape Sub: Natural Feature

Current Functions (Enter categories from instructions)

Cat: Landscape Sub: Natural Feature

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

N/A

Materials (Enter categories from instructions)

foundation N/A
roof N/A
walls N/A

Narrative Description (see continuation sheets)

=====
8. Statement of Significance
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Applicable National Register Criteria:

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

 Military History

Period of Significance 1862-1864

Significant Dates N/A

Significant Person N/A

Cultural Affiliation N/A

Architect/Builder N/A

Narrative Statement of Significance (see continuation sheets)

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9. Major Bibliographical References
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(see continuation sheets)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
___ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other

Name of repository: _____

=====
10. Geographical Data
=====

Acreage of Property 33.5

UTM References

| | Zone | Easting | Northing | Zone | Easting | Northing | |
|---|------|---------|----------|------|---------|----------|---------|
| 1 | 16 | 404270 | 4154200 | 3 | 16 | 404780 | 4153770 |
| 2 | 16 | 404500 | 4154200 | 4 | 16 | 404 270 | 4153780 |

Verbal Boundary Description (see continuation sheet)

Boundary Justification (see continuation sheet)

=====
11. Form Prepared By
=====

name/title James E. Jacobsen, Historic Preservation Consultant

organization History Pays! date June 14, 1998
street & number 4215 Northwest Drive telephone (515) 274-3625
city or town Des Moines state IA zip code 50310

=====
Property Owner
=====

name Ms. Louise Odegaard, Forest Supervisor (copy Mr. James Johnson, Branch Chief), Shawnee National Forest
street & number 50 Highway 145 South telephone 618-687-1731
city or town Harrisburg state IL zip code 62946

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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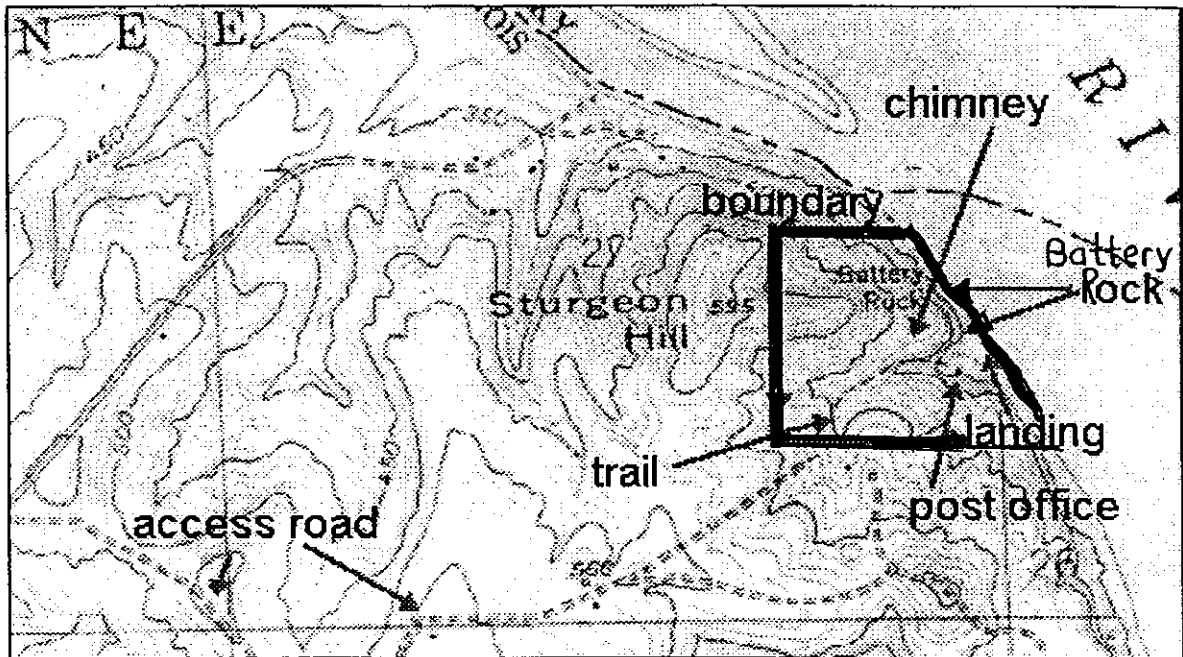
name of property Battery Rock

County and State Hardin County, Illinois

name of multiple property listing "Caught In The Middle: The Civil War Years on the Lower Ohio River"

7. Narrative Description:

Battery Rock is located at River Mile 860 on the Ohio River eastern Hardin County, Illinois, opposite Caseyville, Union County, Kentucky. This towering limestone bluff rises 80 feet above the river (normal pool elevation is 320 feet above sea level). The bluffline is a part of Sturgeon Hill, a highpoint which rises 595 feet above sea level, and 200 additional feet above Battery Rock, which is southeast from this summit. While the nomination includes the eastern portion of Sturgeon Hill, the focal point of the nomination is the limestone outcropping which constitutes the river front of that hill. The associated historical events took place along the base of that river bluff front and in the Battery Rock Landing area which is immediately south of that bluffline.



Detail, U.S.G.S. Quadrangle Map (north to top)

Battery Rock is the southernmost of a range of higher riverfront hills which stretch north to the mouth of the Saline River (the northeastern corner of Hardin County). This elevation is defined by the presence of a sheer limestone bluffline across its front and its abrupt termination on its south end. This terminal point is called Battery Landing. Here the bluffline (refer to map above) recedes abruptly to the west at approximately a 90-degree angle for a distance of approximately 70 yards. The bluffline gradually turns to the south for approximately 40 yards at which point the bluff formation turns back towards the river. The resulting formation is a "U"-shaped cut with a sand/silt base encompassing approximately 300 square yards including the landing area above the normal high water mark. This area is the logical landing site of the associated Civil War events which are described below. A small drainage follows the southern edge the bluffline where that formation turns away from the river along the north edge of the landing area. A U.S. Forest Service trail (see map above) enters

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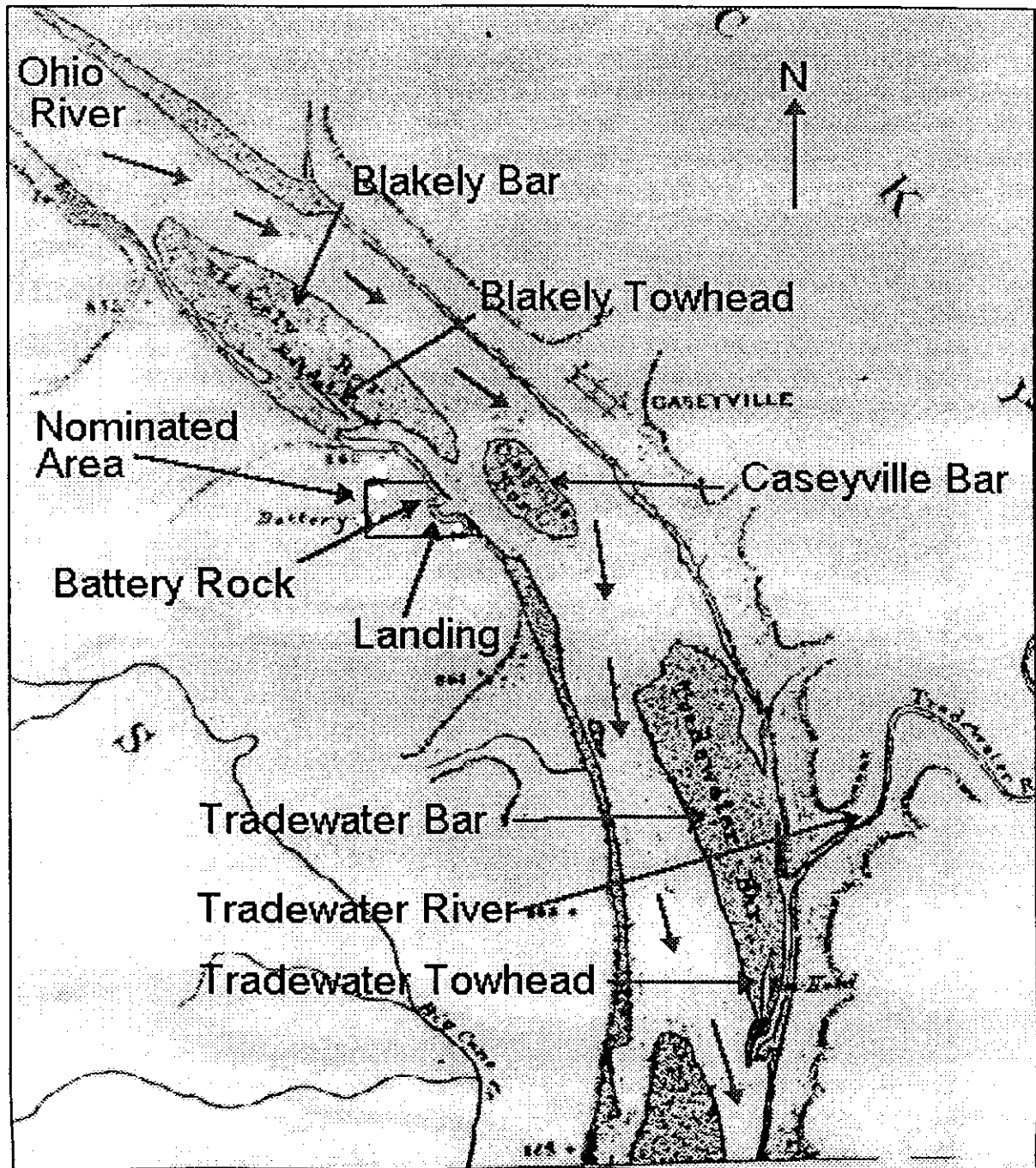
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this landing area from the west. A curiosity, presumably of natural origin is a road-like stone passageway. The trail incorporates this "road" and descends to the southeast into the landing area. The "road" begins immediately



Enlarged and Annotated Excerpt, Map of the Ohio River...1867-68 (north to top)

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south of the drainage noted above and follows the bluffline along the west edge of the landing. Several smaller cave-like undercuts are found along the base of the bluffline in this area as one descends to the landing area.

Battery Rock proper is a rounded hilltop with the aforementioned cliff-face on its river side. It cannot be surmounted from the riverside or from the south, but must be ascended from the southwest. The hilltop rises to a rounded peak. An ashlar stone chimney, complete with shoulders, laid up without mortar, and standing about 12 feet high, stands on the south end of the hilltop. The house associated with the chimney was aligned north and south and likely faced east towards the river, the chimney being on its northern end. This chimney is presumed to date from the mid-19th Century but nothing is known about it. The chimney is accordingly considered to be a non-contributing structure within this nomination. The concrete block foundation of a postal transfer station is located in the landing area (see map above).

The base of the bluff features a fairly flat stone shelf which runs north along and parallel to the Ohio River. This stone shelf is 20 feet above the river and runs approximately 300 feet along the river. It finally terminates with some large boulders and the bend of the river. The shelf is in turn paralleled by a deep and fairly tall limestone overhang which forms a shallow shelter, measuring some 15 feet deep, and 6-8 high. The shelf is silted in at the base and the full vertical dimension is likely 15 feet. The frontage of this bluff and overhang consists of limestone outcroppings. Civil War-era graffiti survives in this undercut, near the base where the silt line runs. One carved name is accompanied by an American flag and the word "Indiana."

The Ohio River navigational channel opposite this point was quite constricted prior to the construction of a dam system on the Ohio in the 1920s. A lower water level and substantial and permanent sand bars constricted the channel and at this point that channel ran close to the Kentucky bank. This fact explains why Confederate forces could readily obstruct river navigation. The 1867-68 river map (see above) indicates that prior to the river dam system, the navigational channel was quite complicated in this stretch of river. The Tradewater Bar covered the mouth of the Tradewater River, two miles downstream. Caseyville Bar was mid-point between Battery Rock and Caseyville, Kentucky. Blakely Bar and Towhead (now called Sturgeon Island) was immediately upstream. River navigation was forced over to the Kentucky side of the river opposite Battery Rock. Battery Rock was sheltered from Caseyville given the presence of Caseyville Bar between that town and the Rock.

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8. Significance Statement:

Located on the west or right bank (heading downriver) of the Lower Ohio River at river mile 860, two miles above the mouth of the Tradewater River in Kentucky, and four miles below that of the Saline River, in Illinois, Battery Rock was a navigational landmark to travelers on the Ohio River. This property is nominated as part of a Multiple Property Listing entitled "Caught in the Middle; The Civil War on the Lower Ohio River," within the context of "Federal and Confederate Military Operations On and Along the Lower Ohio River; The War on the Land, 1861-65." The property is significant on the local level and meets National Register Criterion as a Military Occupation Site property type and the Intermittent field encampment subtype. It meets Criterion A requirements established for that property type because this property was utilized by Federal military forces on a number of occasions, each time for the purpose of controlling and dominating a Confederate military presence at Caseyville across the river.



Battery Rock area as of 1876 (Atlas of the State of Illinois 1876)

Note historic road to Battery Rock Landing which closely follows present-day trail approach

Battery Rock largely meets those registration requirements set forth in the associated historic context through its direct association with the American Civil War on the Lower Ohio River, the direct association of events at this site with broader military operations, and the retention of integrity aspects of setting, location, feeling and association in both its immediate setting and the surrounding landscape.

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The name of "Battery Rock" is not attributed to military associations but rather is said to have originated in the earliest years of Ohio River European-era river travel. The point was a noteworthy navigational landmark from the beginning of river travel. Its location marks the coming of a broad westward turn of the river. G. W. Hawes, the publisher of Ohio River navigational guides described Battery Rock in 1861 as a "high rocky bluff, extending some miles along the river." The bluff presented "a picturesque appearance to the scenery." There was a village of coal miners under the bluff and the miners were operating slope mines (G. W. Hawes, Commercial Gazetteer And Business Directory of the Ohio River).

Civil War-Era Associations:

Confederate Capt. Adam R. Johnson had operated in the Henderson-Union counties area of Kentucky, across from Battery Rock, since July 1862. Starting with just two others he raised the 10th Kentucky Partisan Ranger Regiment through the fall. His most notable success came with the capture of the Federal garrison at Uniontown in Union County, on September 1. Federal countermeasures against him increasingly pushed his operations westward into the Caseyville part of Union County by October 1862. On October 13, 1862 Johnson marched from Long Bridge, on Cypress Creek, to Caseyville, Union County, Kentucky, immediately opposite Battery Rock. His men seized the steamer *Hazel Dell* the next morning (the 14th), removing 11 wagon-loads of military stores from her cargo. Two of the military officers taken on the steamer commanded Federal regiments (Lt. Col. Olney, 6th Illinois Cavalry, Col. Crebs, 87th Illinois Infantry) at nearby Shawneetown, just up the Ohio River. The steamer *D. R. Campbell*, loaded with 200 Federal troops was en route to reinforce Indiana troops at Smithland, Kentucky. It arrived off of Caseyville on October 14. The boat was challenged to land at Caseyville but moved to Battery Rock instead where it unloaded the troops. The Federal forces faced their Confederate counterparts across the river, each in a line of battle, yet well beyond musket range (although the historic map indicates that a substantial bar was in between the two forces). The facedown ended on October 15 when 600 men of the 87th Illinois moved from Shawneetown by steamer to Caseyville and surrounded the town. They found the Confederates had retired. The gunboats *U.S.S. Fairplay* and *U.S.S. St. Clair* came down the Ohio on October 17 and inflicted reprisals on disloyal residents at Caseyville. All of the male residents living within ten miles of town were arrested and a payment of a \$35,000 was demanded to pay for damages to the *Hazel Dell*. The citizens of Caseyville were further charged with keeping Confederates out of their town in order to avoid further Federal reprisals. Confederate soldier John W. Dyer, who served with Capt. Johnson before that officer left the region in late October, 1862, continued to operate around Caseyville with a handful of fellow exchanged Confederates. The group was stopped from entering Caseyville by armed citizens. The Confederates scattered and ringed the approaches to the town with men bearing burning torches. They were met with a furious Federal gunboat barrage and the scattered artillery fire landed in and about Caseyville and in the Davis Coal Mine area. An unidentified gunboat was stationed off of Battery Rock. This was the first Confederate blockade of the Lower Ohio River, an act which Capt. Johnson would repeat two years later in this same stretch of the river (*Daily Illinois State Journal*, October 22, 1862, *Evansville Daily Journal*, October 17, 1862, Dyer, pp. 66-70).

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Johnson wasn't the only Confederate commander in the area but his presence coincided with the largest and most aggressive Confederate military concentrations in the sector. Johnson, by this time a colonel, was ordered back into Kentucky after a two year absence. Once again he quickly recruited four new cavalry regiments. Some of his recruiting success was due to his enforcement of a Confederate draft. By August 1864 he had a considerable force concentrated in western Union County and other Confederate forces were on their way to reinforce him further. Battery Rock marks the southern extremity of Johnson's 1864 attack on Ohio River shipping. Because this landmark offered a safe haven from the Confederate attackers, it played the role of a southernmost observation point from which threatened steamboats gathered reports and observed the situation. The Confederate operations are best documented by contemporary newspaper accounts but these conflict in terms of dates and the names of steamboats which were involved. The numerous and contradictory steamboat names and varied accounts in the several area newspapers hint at the confusion which briefly reigned along the Lower Ohio River, between Caseyville, Kentucky, and Shawneetown, Illinois. The several informants were either unsure of which boats were where, or the accounts acutally refer to different incidents along the river. As a result, a hard and specific sequence of events cannot be based on these accounts alone. The many accounts attest to the short-term impact of the Confederate raid on river commerce.

All passing boats reported being fired into for the next two days following the events of August 10. There is evidence that the Confederate target was being restricted to government cargoes and chartered transports, legitimate wartime targets. Capt. Vaughn, with the steamer *Cottage*, had persevered continuing upstream, had reached Battery Rock on the 10th where he found 200 Kentuckians who had fled Confederate conscription. Remaining there several hours, they could observe Confederates in Caseyville. An inquiry over the river from the steamer determined that the boat could pass up to where a Confederate officer could be found and the move was then made to the mouth of the Saline River, where Capt. Vaughn found 100 Illinois home guards "all crazed with excitement, having been there all day firing at the rebs, who were on the opposite shore in force, but without effect, as the shots fell far short." The captain and another man crossed under a flag of truce and met a Capt. Anderson. Anderson sent for Maj. Chenoweth, who arrived with Capts. Brooks and Kline from the interior. The *Cottage* not being chartered or carrying government property, it was arranged that she would be brought over and searched. The boat's yawl brought the officers on board and they simply searched for weapons and not the stores or baggage (they also took supper on board and surveyed the contents of the ships bar). The officers took pains to stress that they were regular Confederate officers and that there were no guerrillas in the area. The boat's crew saw only 15 Confederates during their one-hour search. The boat was then allowed to proceed. The same source reported that the steamers *Fanny*, *Brandies* and *Ginnie Hopkins* were all boarded on August 14 and were released after paying the \$1,000 payment. The total number of captured cattle was put at 204 head. As late as the 15th the virtual blockade continued, the focal point being the river bank near the Curlew Mines in Union County (*Evansville Daily Journal*, August 16, 1864).

The steamer *Nashville* had passed downriver to Paducah just before blockade had ensued. It suffered "only a few shots being fired at us along the line" coming down. It started back up with a large number of other boats (*Mercury*, *Baker* and others) but fell behind with mechanical problems. Running several hours behind the others, the other boats fell back when they encountered the blockade, rejoining the *Nashville* at Elizabethtown.

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They reported river traffic blockaded for 30 miles. The steamboats continued on to Golconda where they anchored until *U.S.S. Silver Lake No. 2* came upriver and convoyed the transports through without incident. They reached Evansville late on the 16th. At least four steamboat captains paid a cash bond to save their ships. Capt. Jeffries of the *Nashville* reported that these bonded victims were the *Kate Robinson* (\$1,500 payment), the *Clara Poe* (ran through but lost cargo and barge), the *Fannie Brandies* and *Jennie Hopkins* (both gave a bond of \$20,000). The captain reported "The citizens [of Kentucky] are fleeing [Johnson's conscription] as fast as they can to Illinois to escape. We found a great deal of excitement all the way up" (*Louisville Daily Journal*, August 22, 1864).

Col. Johnson was several places on August 13, supposedly overseeing the blockading of the Ohio River below Shawneetown and negotiating with the Henderson citizens. By the 15th he claimed to have "the Ohio river blockaded from Henderson, Kentucky, to Mound City, Illinois" and to have captured 830 cattle and 7 army transports. Incredibly, Col. Johnson's postwar memoir doesn't even mention the actual capture of the transports or the crossing of the Ohio River (he simply includes the number of captured steamers in his tabulation of his successes) by some of his men, surely an indication that he wasn't directly involved in those actions. Newspaper references differ as to the details and even the date of the crossing. *The Illinois State Journal* (August 16, 1864) in Springfield copied an August 15 report from Cairo which gave the date of the crossing of 500 Confederates into Illinois as the Saturday the 10th. That account offers the only inventory for the captured steamers, namely the *Kate Robinson*, *Jennie Perkins*, *Nightingale*, *Fannie Brandon*, and the *Clara Poe*.

The most descriptive account again comes from the *Evansville Daily Journal* (August 15, 1864), its information coming directly from a courier from Mt. Vernon, In., who reached Evansville on the 14th;

"The Shawneetown Artillery resisted them successfully and drove them back. They then passed down to Saline Mines, four miles below, where it is said they captured the *Charmer* and two other boats, supposed to be the *Carrie* and *Gem*. With the *Charmer* it is said, they crossed 500 men to the Illinois shore.

This courier brought the first news and "a genuine alarm" resulted as the Indiana Legion was called to arms. There were 1,500 men under arms within two hours. Other infantry and cavalry from the rural districts resulted in "quite an army." The expected next Confederate move was to take the cannon at Shawneetown and then move to Marion, Il. where they would be joined by 2,000 Sons of Liberty. Chicago and Indianapolis were then to be taken. The Evansville paper was pleased that these events made their prediction of disaster "manifest" but it was doubtful that the Confederate "plan" described "would be too large for Adam Johnson or any other guerrilla chief to carry out."

J. F. Vaughn, with his steamer *Cottage*, was salvaging the wrecked *Thistle* at "the chute" (between Weston and Caseyville, Kentucky) when fleeing steamboats brought reports of the Confederate presence on the Ohio upstream:

"...the *Calossus* [Colossus] which had turned back reporting that guerrillas were crossing all the way from Ford's Ferry to Shawneetown and had captured many boats. Then here came the

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Arcola. They reported they had been fired into but escaped after they dumped part of their stock to get off a sandbar at the mouth of the Saline River.

They reported that the guerrillas had crossed the river in a flatboat and captured the *Clara Poe* and took off all the government cattle off her and all also on a large barge...I went to Cave-in-Rock, anchored in the channel and went ashore. Next morning we went up to Weston, took a barge in tow with 30 hogshead of tobacco [sic]. We met *Kate Robinson*, she having her pilot house riddled and lost all her cattle. I went on to Battery Rock and laid there all afternoon. Afraid they'd burn my boat but I passed safely through." (Heady, Peyton, Union County in the Civil War, 1861-1865, Morganfield, n.p., 1985).

The *Illinois State Journal* (August 17, 1864) copied the following detailed description from the *Chicago Tribune* (italicized steamboat names are added to the original text):

" On Saturday noon of last week the steamer *Clara Poe* bound for the Tennessee river, with two heavy barges loaded with Government stores, having on her deck a load of fat cattle, was attacked by a rebel force estimated at 700, at a point four miles below Shawneetown. The rebel commander, Johnson, ordered the *Poe* to bring to, and upon her captain refusing to comply, a fire of musketry was poured upon her.

The rebels endeavored to get her off to use in conveying them across the Ohio, but failing in this they subsequently set her on fire and destroyed her. The rebels were enabled to board the *Kate Robinson*, by obtaining a supply of coal boats. The captain seeing their purpose, cut loose his valuable barges, turned the cattle loose and drove them off his guards into the river, lightening his boat enough to get her off and putting on all steam made his escape. It was luckily done, as the *Poe* was enabled to give warning to the fleet of empty steamers coming down, and send them back out of danger. Nearly 500 musket balls pierced the texas, pilot house, and cabin, and fifty-three holes were counted in one white skirt belonging to a lady passenger. Happily the woman was not inside the garment, which had been cleaned and suspended on the guards to dry. Not a person was hurt on the boat.

The number of Confederates who reached the Illinois shore at Saline Creek is estimated by the citizens at fully 700. They were causing the utmost consternation, and the people were flying before them. Besides those who had crossed, the country on the Kentucky side for twelve miles is reported filled with guerrillas, who are conscripting, stealing and bushwhacking generally. The destination of the raiders is said to have been Elizabethtown, where they proposed to rescue the prisoners recently captured in Kentucky by a number of the 29th Illinois Infantry, at home on furlough. Failing to obtain these, the officer proposed burning Elizabethtown to the ground. It is possible they have performed their threat before this, unless they have been met and whipped by Gen. Paine, who is understood to be aware of their movements and intentions, and to have a party in pursuit."

The number of Confederates who actually crossed the river was drastically reduced, perhaps to minimize the potential embarrassment of having to admit that Illinois had been invaded, or perhaps because crossing the river wasn't really a Confederate objective. The *Illinois State Journal* of August 18, 1864, carried a report from

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Cairo, dated the day previous, which claimed "But few [Confederates] crossed the river, or if they did had returned again."

Capt. Vaughn of the steamer *Cottage* was also interviewed by the Evansville paper and additional facts were published in that paper. Vaughn stated that the steamboats *Arcola*, *Clara Poe*, and *Kate Robinson* were all chartered by the Federal Government, the first two named bearing cattle, the last named being without freight. The three boats were heading downriver from Evansville, Indiana, to Johnsonville, Tennessee and all three had grounded in the shallow water near the Mouth of the Saline River. The Confederates appeared on the shore at 11:00 a.m. and opened on the boats. The *Clara Poe* had already placed her deck cattle on a bar as she tried to free her barge. The *Arcola* forced her cattle overboard and freed herself. The *Clara Poe* and *Arcola* were pursued downstream as far as Shotwell Mines by the attackers, one watchman on the *Arcola* was wounded. The *Kate Robinson* could not free herself and the Confederates found a flatboat on the Saline Bar, crossed the river and captured the abandoned cattle on the bar, and then boarded the third steamer. She was released upon the payment of \$1,000 bond. The cattle were swum across the river to Kentucky and were placed in a field. Four steamers bound upriver for Evansville, the *Duke*, *Cuba*, *Pioneer*, and *Leonora No. 2*, turned around at Hurricane Island (above Elizabethtown, Illinois) and headed back to Smithland (*Evansville Daily Journal*, August 16, 1864)

Given the low water, the Federal Navy response was cautious and focused more upon reprisal. It is claimed that Uniontown was shelled at this time and the massive army retaliation is treated in that section of this study. Gen. Paine at Paducah called for a gunboat to be posted at Shawneetown and by August 18 there was an "improvised gunboat" probably one of Commodore LeRoy Fitch's steamboats with light guns added. By the 18th, Lt. Fitch at Evansville had sent down the *Lou Eaves* and the *Virginia*, apparently chartered transports, all of his boats being farther up the Ohio. From the south, Lt. Cmdr. James W. Shirk sent the *U.S.S. Key West* up but she was halted at Smithland at the bar. Shirk then tried to cross the bar with the steamer *Volunteer*, with two feet of draft and could not do so. Capt. Pennock at Mound City, was frustrated by area army commanders' calls for gunboats. He noted that they "ought to know that, in this stage of water, the very lightest boats are obliged to tow barges and put their freight on board of them, and that gunboats can not possibly go where they [the steamers] can" (*Official Records...Navies*, Series I, Vol. 26, pp. 509-10, 513-14, 516).

The real legacy of Col. Johnson's blockade was a Federal onslaught that converged on his force from several directions. By the end of August Johnson himself was wounded and a prisoner, and his newly formed regiments were destroyed. The Confederate forces in the area were largely driven towards the Lower Cumberland River.

The final wartime Battery Rock reference dates to late August 1864 when two recruiters, Capt. Riley Howard and a Mr. ___ Marble, were reported to have their offices at Battery Rock. Both men were recruiting in Illinois for the 48th Kentucky Mounted Infantry and a complaint was forwarded to Illinois Governor Richard Yates questioning the propriety of Kentucky recruiters doing their work in Illinois (J. H. Wiseheart to Yates, Yates Papers, August 30, 1864, Box 18, Illinois State Archives).

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County and State Hardin County, Illinois

name of multiple property listing "Caught In The Middle; The Civil War Years on the Lower Ohio River"

Local oral history places a Federal garrison and two cannon at Battery Rock at an undetermined point in time. The artillery is not identified. There is the possibility that the guns were those of the local defense force from Shawneetown. No Federal garrison is documented at Battery Rock. Carved graffiti from Indiana Federal soldiers has also been seen on the stone walls of the overhang (Phone Interview with area resident James L. Price, of Cave-in-Rock, February 1998).

Battery Rock was the scene of film shooting for the film *How the West Was Won* in the early 1960s by MGM Studios. The larger landing area was selected because the Cave-in-Rock site had an inadequate approach due to higher water levels. The current overland access road from the west was built by the film company.

9. Major Bibliographic References:

Atlas of the State of Illinois 1876, Chicago; Union Atlas Company, 1876.

Dyer, John Will, Reminiscences; or Four Years in the Confederate Army...1861-1865, Evansville; Keller Printing House, 1898.

Hawes, G. W., Commercial Gazetteer And Business Directory of the Ohio River, Indianapolis; G. W. Hawes, 1861.

Tess Elliott, "Incidents From the Farm: Account Books of James Beard Crutcher 1857 to 1893, Melber, KY , Simmons Historical Publications, 1995, pp. 3-5).

Heady, Peyton, Union County in the Civil War, 1861-1865, Morganfield, n.p., 1985.

Johnson, Adam Rankin, The Partisan Rangers of the Confederate States Army, Louisville: G. G. Fetter Company, 1904.

Map of the Ohio River Reduced from the following surveys...1867-68 [by] W. M. Roberts, U.S.Civ. Engr, Clipper Mills to Cairo, 696 miles, With additions & corrections from later surveys. Made under the direction of Major W. E. Merrill, Corps of Engineers. By C. Moser (Courtesy Louisville District, U.S. Army Corps of Engineers)

J. H. Wiseheart to Yates, Yates Papers, August 30, 1864, Box 18, Illinois Historical Archives.

The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies, Washington; U.S. Government, 1880-1900.

Official Records of the Union and Confederate Navies in the War of the Rebellion, Washington; U.S. Government, 1884-1927.

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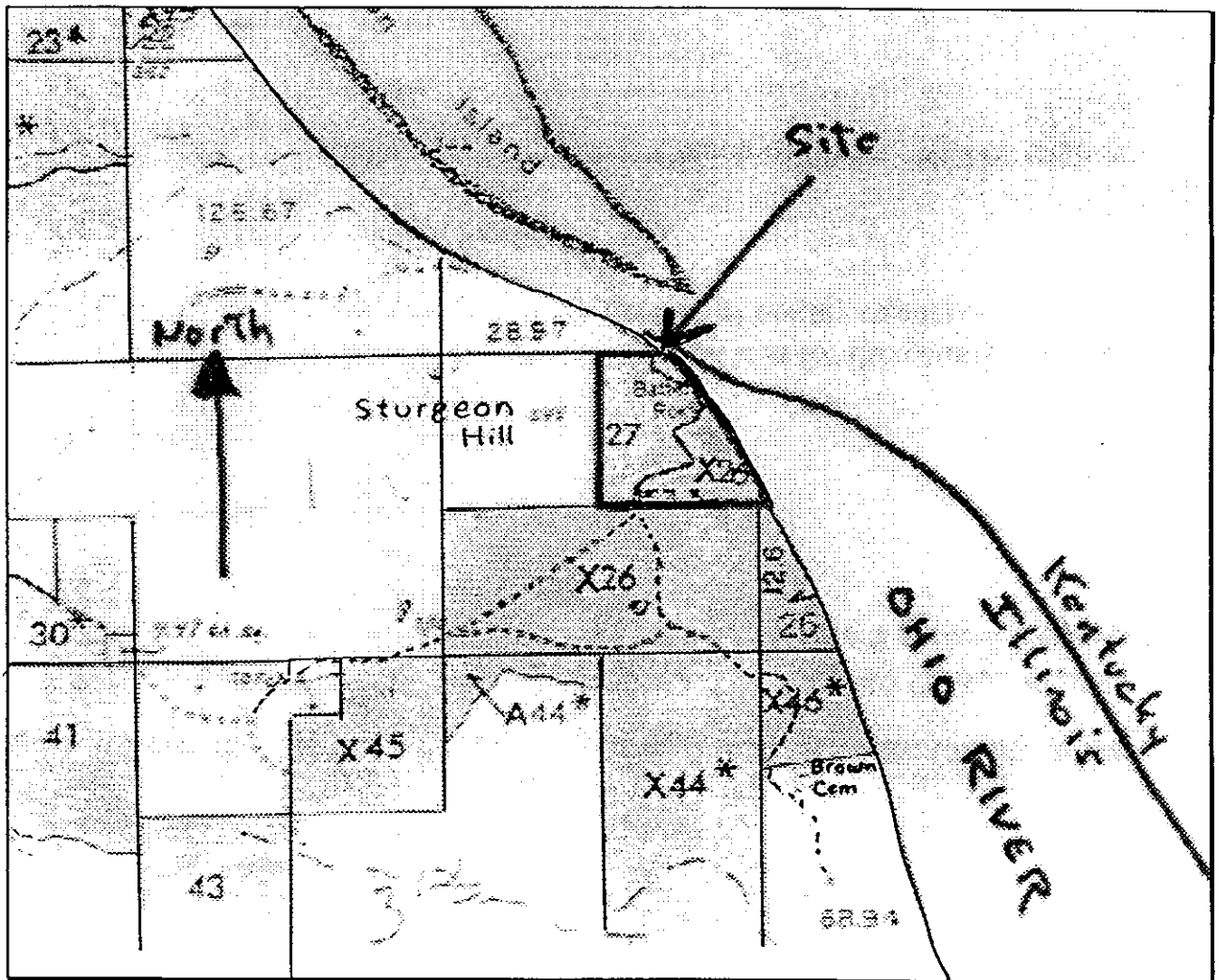
Section 10 Page 11

name of property Battery Rock

County and State Hardin County, Illinois

name of multiple property listing "Caught In The Middle; The Civil War Years on the Lower Ohio River"

10. Geographical Data



Parcel 27 and the northernmost portion of Parcel X26 identify the legal parcels included in this nomination
Darker parcels are owned by the U.S. Forest Service

Boundary Description:

The property consists of two parcels which total 33.5 acres. The two parcels comprise all of the Northeast Quarter of the Southeast Quarter of Section 27, Township 11 South, Range 10 East which lies west of the Ohio River in Hardin County, Illinois. This fractional quarter-quarter section consists of two parcels which contain 11.87 and 21.63 acres. Both parcels were acquired by the U. S. Forest Service.

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Section 10-Other Page 12

name of property Battery Rock

County and State Hardin County, Illinois

name of multiple property listing "Caught In The Middle; The Civil War Years on the Lower Ohio River"

Boundary Justification:

The property includes both the entirety of Battery Rock as well as the historically associated landing area which is immediately downstream from it. The selected boundary is based upon two U.S. Forest Service parcel boundaries which most closely approximate the scene of the associated historical events. Greater confusion and arbitrariness would result if smaller unsurveyed sub-parcels were proposed. These two parcels will better enable the U.S. Forest Service to manage this property. The total resulting acreage is not excessive. These parcels include the entirety of Battery Rock and the Battery Rock Landing area as well.

Additional Documentation-Photographs

- | | |
|-----------------------------------|---|
| 1. Name of Property: | Battery Rock |
| 2. County/State | Hardin County, Illinois |
| 3. Name of Photographer: | James E. Jacobsen |
| 4. Date of Photograph: | September 15, 1997 |
| 5. Location of Original Negative: | Illinois Historic Preservation Agency |
| 6. Description of View: | View from Caseyville, Kentucky, view west (Battery Rock is just right of center |
| 7. Photo Number: | 1 |
| 1. Name of Property: | Battery Rock |
| 2. County/State | Hardin County, Illinois |
| 3. Name of Photographer: | James E. Jacobsen |
| 4. Date of Photograph: | September 15, 1997 |
| 5. Location of Original Negative: | Illinois Historic Preservation Agency |
| 6. Description of View: | Southern edge of Battery Rock from landing area, view northeast |
| 7. Photo Number: | 2 |
| 1. Name of Property: | Battery Rock |
| 2. County/State | Hardin County, Illinois |
| 3. Name of Photographer: | James E. Jacobsen |
| 4. Date of Photograph: | September 15, 1997 |
| 5. Location of Original Negative: | Illinois Historic Preservation Agency |
| 6. Description of View: | Frontage of base of Battery Rock, view north |
| 7. Photo Number: | 3 |